



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



HARVARD
COLLEGE
LIBRARY

ACCOUNTS AND PAPERS:

THIRTY-SEVEN VOLUMES.

—(3.)—

ARMY; NAVY; ORDNANCE.

Session

19 *January* — 23 *July* 1847.

36

VOL. XXXVI.

ACCOUNTS AND PAPERS:

1847.

THIRTY-SEVEN VOLUMES:—CONTENTS OF THE THIRD VOLUME.

N.B.—*THE* Figures at the beginning of the line, *correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.*

ARMY:

Army and Militia:

428. Account of the finally audited Receipt and Expenditure for Army and Militia Services, compared with the Sums estimated, for the year ended 31st March 1846, &c. - - - - - p. 1

Commissariat:

- 253.—II. Abstracts of the Account of the Receipts into and Payments from the several Commissariat Chests abroad, from 1st April 1845 to 31st March 1846 - 17
- 253.—I. Receipt and Expenditure for Commissariat Services in the Year ended 31st March 1846 - - - - - 51

Army:

508. Copy of the Warrant, dated 1st May 1846, regulating the Grants of Unattached Pay, Retired Full-pay, and Half-pay; also, Return of the Number of Quartermasters, Veterinary and Regimental Surgeons, and Paymasters, who have retired on Half-pay under that Warrant - - - - - 55

Army Commissions:

197. Return of the Number of Non-commissioned Officers appointed to Commissions in each Year, from 1st January 1836 to 31st December 1846, &c. - - 63

Half-pay (Army):

371. Return of Officers who have been allowed to receive their Half-pay since 1st April 1846, under the Provisions of the Act of 9 & 10 Vict., c. 116, s. 25 - 65

Military Savings Banks:

214. Account of the Amount due by the Public to Depositors in Military Savings Banks, on 31st March 1845, &c. - - - - - 67
337. Return showing the Sums deposited in, and withdrawn from, Military Savings Banks during the Year ending 31st March 1846, and the Stations of the several Corps - - - - - 69

Army, Ordnance, and Marines:

252. Returns of Recruits attested between 1st April 1845 and 31st March 1846, of

Yeomanry :

494. Return of the Number of Troops, or Corps, or Regiments, of Effective Yeomanry, in *Great Britain* and *Ireland*, according to the Muster Rolls of 1842, 1843, 1844, 1845 and 1846; &c. - - - - - p. 81

NAVY:

Navy :

35. Copy of an Account of the Naval Receipt and Expenditure, for the Year ended 31st March 1846 - - - - - 89
103. Statement of Excess of Expenditure for Her Majesty's Navy, for the Year 1845-46 - - - - - 95
34. Copy of the Admiralty Minute restricting Naval Promotion to one Vacancy in Three; &c. - - - - - 97
55. Return of the Number of Commissioned Officers of all Grades on the Navy List, on the 1st January 1816 - - - - - 99
429. Return of all Vessels that have been purchased since 1830 into the Royal Navy, including those condemned under the Acts relative to the Slave Trade; stating the Tonnage, and the Price paid for each - - - - - 101

Navy Officers :

104. Return of Navy Officers who have Died, been Dismissed, and been Promoted, between 27th February 1830 and 30th September 1846 - - - - - 103

Navy :

212. Return of the Number of Boys of the First and Second Class for General Service received on Board the several Flag Ships at *Portsmouth* and *Devonport*, during the several Months of August, September, October, November and December 1846 - - - - - 105

Boys (Navy):

430. Return of Boys entered on Board Her Majesty's Ships or Vessels of War, in 1846 - - - - - 107

Corporal Punishments (Navy):

69. Copy of the Order given by the Admiralty to Officers to submit to the Commander-in-Chief at the Ports, for his approval, Crimes that require Corporal Punishment - - - - - 109

Corporal Punishments (Army):

81. Return of Persons Flogged in the Army in *Great Britain* and *Ireland* in 1845 and 1846, to the end of July; &c. - - - - - 111

Corporal Punishment (Navy):

661. Return of the Number of Persons Flogged in the Navy in 1845 and 1846; and Abstract of the Total Number of Corporal Punishments, and Number of Lashes inflicted, in 1844, 1845 and 1846 - - - - - 121

Dock Yards :

122. Copy of Circular to the Admirals and Captains superintending Her Majesty's Dock Yards - - - - - 141

Timber:

158. Return of British Oak Timber, &c., delivered for each of Her Majesty's Dock Yards, under Contract of 19th December 1843 to 1845, &c. - - - - - 151

Lightning Conductors (Navy):

629. Returns relative to certain Ships of the Navy struck by Lightning since the Report of the Naval Commission on Lightning Conductors, &c. - - - - - 157

Naval Construction :

Paddle-box Boats:

121. Extract from Commander *Caffin's* Report relative to the advantage of Paddle-box Boats in the Surf, during the Operations for extricating the *Sphinx* p. 177
381. Copy of Reports of Captains *Austin* and *Caffin* concerning the Paddle-box Safety Boats - - - - - 179
448. Copy of the Report and Recommendation to the Board of Trade from Captain *Denham*, respecting the Paddle-box Safety Boats - - - - - 183

Paymasters and Pursers (Navy):

578. Copy of the Order in Council relative to the Reduction of the Sea Emoluments of Paymasters and Pursers of the Royal Navy, to be applied to an Increase of their Half-pay; the Annual Amount accruing; and Return of all Sums applied to such Increase of Half-pay since the passing of such Order in Council - - - - - 185

Peninsular and Oriental Steam Packet Company:

117. Copies of the Contracts entered into between Her Majesty's Government and the Peninsular and Oriental Steam Packet Company - - - - - 189

Provisions (Navy):

662. Return of all Sums that have annually accrued in the Victualling Department of the Navy by the Reduction in the Credit Prices of Provisions, under the Instructions from the Admiralty, dated 1st April 1844 (in continuation of Parliamentary Paper, No. 578, Sess. 1847) - - - - - 213

Seamen:

279. Return of the Number of Seamen Afloat, above the Estimate, and the Number of Seamen that the Channel Squadron are short of Complement - - - 215

Sailing Ships and Steam Vessels:

326. Return of the following Sailing Ships and Steam Vessels of War; "*Raleigh*," "*Constance*," "*Thetis*," "*Eurydice*," "*Spartan*," "*Terrible*," "*Retribution*," "*Trident*," "*Sidon*," and "*Odin*;" showing the various Particulars of their Construction, Sailing and Steaming Qualities, &c. - - - - - 217

Steam Vessels (Navy):

52. Return of Screw Steam Vessels laid down and launched since 1st January 1840; also, of Iron Steam Vessels laid down and launched from the same time; distinguishing those with Screw, their Tonnage, Horse-Power and Armament - - - - - 221

Ships "*Eurydice*" and "*Spartan*":

507. Copy of the Official Reports and Diagrams of Her Majesty's Ship "*Eurydice*," in August and September 1846; also, the Number of Men and Boys victualled, &c., on Board Her Majesty's Ships "*Spartan*" and "*Eurydice*," &c. - 225

Ships "*Powerful*," &c.:

432. Copies of the Logs of the "*Powerful*," "*Rodney*," "*Ganges*," "*Vanguard*," "*Cambridge*" and "*Revenge*," on 1st, 2d, 3d, 4th, 5th and 6th December 1840 - - - - - 245

Ship "*Thetis*":

431. Copy of the Correspondence between the Board of Admiralty and the Officers Commanding on the Coast of *Brazil*; and between Captain *Dickinson*, Commanding Her Majesty's Ship "*Lightning*," and the Officers Commanding on the Coast of *Brazil*, in the Years 1830, 1831 and 1832, respecting the Recovery of the Public Stores and Treasure sunk in Her Majesty's Ship "*Thetis*," at *Cape Frio* - - - - - 283

Solway Firth:

ORDNANCE:

Barracks:

169. Return from each Barrack in the United Kingdom relative to the Date of Erection, Materials, &c. - - - - - p. 321

Royal Arsenal (Woolwich):

166. Copies of Evidence taken on Charges preferred by *Daniel Toner* against *William Jones*, and Report thereon; and of Charges and Evidence against *Daniel Toner*, and Correspondence thereon - - - - - 407

Shrapnel Shells:

596. Return of the Number of Shrapnel Shells ordered to be manufactured for the British and East India Company's Armies, since the Period of this Shell having been adopted by Government for the Use of the National Forces - - 465

Trigonometrical Surveys:

171. Abstract of the Amount paid since the Commencement up to January 1847; Number of Maps finished, Sheets sold, Rate per Sheet, &c. - - - 467

Mr. Warner's Invention:

165. Copy of Report of Officers appointed to make a Trial of Mr. *Warner's* Long Range - - - - - 473
250. Copies of the Instruction given by the Board of Ordnance to the Officers appointed for the Examination of the Invention of Mr. *Warner*, called the Long Range, and of the Journal of the Proceedings of the Officers so appointed - - - - - 475
302. Account of Public Money placed at the Disposal of the Officers appointed by Her Majesty's Government to report upon the Trials to be made of Mr. *Warner's* Invention, called "Long Range," to enable him to exhibit its Powers, &c. - - - - - 485
-

ARMY AND MILITIA SERVICES.

AN ACCOUNT

OF THE

FINALLY AUDITED RECEIPT AND EXPENDITURE

FOR

ARMY AND MILITIA SERVICES,

COMPARED WITH THE SUMS ESTIMATED,

FOR THE YEAR ENDED THE 31ST DAY OF MARCH 1846:

AND

BALANCE SHEET,

*(Showing the Ledger Balances on the 31st March 1847, the Date on which
the preceding Account was closed.)*

(PRESENTED BY HER MAJESTY'S COMMAND.)

*Ordered, by The House of Commons, to be Printed,
20 May 1847.*

AN ACCOUNT of the RECEIPT and EXPENDITURE for ARMY and - - -

	£.	s.	d.
To BALANCE remaining on the Grants for ARMY and MILITIA Services for 1844-45 and prior Years, as shown in the Balance Sheet for 1844-45, to be appropriated as a Surplus in aid of "WAYS and MEANS," when the Account of the East India Company for the Advances made out of the ARMY Grants for those Years, as shown on page 12, on account of Recruiting and other Expenses for Regiments employed in India, shall have been adjusted - - -	203,814	19	9
To AMOUNT granted for ARMY Services for the Year 1845-46, per Act 8 & 9 Vict. c. 130; viz.— For Effective Services - - - - - £. 3,880,971 - - For Non-Effective Services - - - - - 2,148,301 - -	5,979,272	-	-
To AMOUNT granted for MILITIA Services by the same Act; viz.— For Effective Services - - - - - £. 52,688 - - For Non-Effective Services - - - - - 93,611 - -	146,294	-	-
To AMOUNT received as APPROPRIATIONS in aid of the Sums voted on the ARMY ESTIMATES, for the Year 1845-46; viz.—			
	ACTUAL RECEIPTS.	ESTIMATED RECEIPTS, per Army Estimates.	
	£.	s.	d.
In aid of "LAND FORCES:"			
Effects and Remittances of Officers and Soldiers, and Deserters' Balances (see Miscellaneous Charges, page 8) -	54,337	9	1
Purchased Discharges - - - - -	38,594	6	3
Smart Money - - - - -	2,358	11	-
Proceeds of the Sale of Cast Horses - - - - -	5,008	3	8
Penalties for Offences under the Mutiny Act - - - - -	57	14	-
Anonymous Remittances - - - - -	19	-	-
Sums recovered on Old Accounts - - - - -	818	5	-
Contribution from the Revenues of Ceylon in aid of Military Expenditure - - - - -	24,000	-	-
Ditto - - - - - ditto - - - Ionian Islands, ditto - - -	270	-	-
Ditto - - - - - ditto - - - Malta - - - ditto - - -	-	-	6,200
£.	125,463	9	-
In aid of "STAFF OFFICERS:"			
Contribution from the Revenues of the Ionian Islands - - -	4,769	16	3
In aid of the "ROYAL MILITARY COLLEGE:"			
Subscriptions of the Gentlemen Cadets, &c. - - - - -	16,385	8	8
In aid of the "ROYAL MILITARY ASYLUM and HIBERNIAN SCHOOL:"			
Dividends on Stock, Sale of Old Materials, &c. - - -	390	-	4
In aid of "HALF PAY:"			
Surplus on the Sales of Commissions of Officers, and Balances on Accounts of Lunatic Officers - - - - -	5,083	5	11
In aid of "WIDOWS' PENSIONS:"			
Dividends on Drouly Stock - - - - -	324	-	-
In aid of "CHELSEA HOSPITAL:"			
Dividends on Stock, Burmese Prize Money, &c. - - -	9,609	8	4
In aid of "KILMAINHAM HOSPITAL:"			
Interest on Debentures, &c. - - - - -	23	16	8
In aid of "SUPERANNUATION ALLOWANCES:"			
Abatements from Salaries for the Superannuation Fund - - -	476	8	6
£.	162,475	12	8
	155,417	-	-
	162,475	12	8

MILITIA SERVICES, for the Financial Year ended 31 March 1846.

	EXPENDITURE, 1845-46.			GRANTS, including Appropriations actually received.			
	£.	s.	d.	£.	s.	d.	
EFFECTIVE SERVICES:							
By Land Forces - - - - -	3,526,019	7	9	3,555,962	9	-	{ See Explanatory Paper (A.) ditto - (B.) ditto - (C.)
- Staff Officers - - - - -	161,519	1	8	159,868	16	3	
- Public Departments - - - - -	90,801	7	10	89,412	-	-	
- Royal Military College - - - - -	16,793	12	8	16,385	8	8	
- Royal Military Asylum and Hibernian School - -	13,525	6	1	13,590	-	4	
- Volunteer Corps - - - - -	82,182	7	8	86,168	-	-	
- Unprovided Services (former Years) - - - - -	50,198	18	10	56,593	-	-	
NON-EFFECTIVE SERVICES:							
By Rewards for distinguished Services - - - - -	13,807	2	10	14,148	-	-	
- Army Pay of General Officers - - - - -	67,352	7	11	73,000	-	-	
- Full Pay of Retired Officers - - - - -	59,941	15	1	62,000	-	-	
- Half Pay and Military Allowances - - - - -	432,639	16	1	446,033	5	11	
- Foreign Half Pay and Pensions - - - - -	41,314	6	5	41,705	-	-	
- Pensions to Foreign Widows and Children - - -	10,278	18	2	10,547	-	-	
- Widows' Pensions - - - - -	131,527	1	9	142,172	-	-	
- Compassionate List - - - - -	22,281	15	-	105,000	-	-	
- Royal Bounty - - - - -	19,353	8	2				
- Pensions for Wounds - - - - -	62,794	-	4				
- Chelsea Hospital, In and Out Pensions - - -	1,205,163	6	7	1,221,017	8	4	{ See Explanatory Paper (D.)
- Kilmainham Hospital - - - - -	9,192	9	5	9,168	15	8	
- Superannuation Allowances - - - - -	37,854	7	7	38,976	8	6	
MILITIA:							
By Pay and other Charges for Militia Effective Services -	45,090	6	2	52,688	-	-	
- Reduced Officers of Disembodied Militia - - -	43,495	19	-	46,307	-	-	
- Reduced Officers of Local Militia - - - - -	6,750	4	4	6,862	-	-	
- Militia Out-Pensions - - - - -	39,569	17	8	40,442	-	-	
£.	6,189,447	5	-	6,288,041	12	8	
By Amount of Expenditure on account of Supplies in kind to the Troops at Hong Kong, between the 1st September 1843 and the 31st March 1844, charged to the Grants of Parliament for Army Services for the Year 1845-46, by direction of the Lords Commissioners of Her Majesty's Treasury - - - - -	12,041	-	10	-	-	-	
£.	6,201,488	5	10	6,288,041	12	8	

PAPER (A).—Explanatory of the Charge of £. 3,526,019. 7. 9. for "LAND FORCES."

	EXPENDITURE, 1845-46.			ESTIMATE, 1845-46.		
	£.	s.	d.	£.	s.	d.
I.—PAY:						
Pay of Officers, Cavalry - - - - -	140,298	5	3	140,779	15	-
Ditto - Infantry - - - - -	639,399	13	6	653,553	9	4
Pay of Non-commissioned Officers and Rank and File, Cavalry - - -	194,635	1	11	195,396	8	11
Ditto - - - - ditto - - - Infantry - - -	1,628,291	2	7	1,649,722	12	8
Additional Pay of Officers, Cavalry - - - - -	4,881	11	-	4,964	-	-
Ditto - - - - Infantry - - - - -	17,110	13	11	21,014	17	6
Additional Pay of Non-commissioned Officers and Rank and File, Cavalry -	1,568	19	4	1,657	14	2
Ditto - - - - ditto - - - Infantry - - -	28,469	1	1	26,985	13	4
Good Conduct Pay, including Cost of Badges - - - - -	21,859	19	3	19,013	2	1
Beer Money - - - - -	75,043	15	10	76,500	-	-
Allowance to Commanding Officers - - - - -	4,662	18	-	4,872	15	-
Allowances to Acting Staff Officers and Non-commissioned Officers of Depôts, Reserve Battalions, and Detachments of Infantry of the Line - - - }	9,263	4	2	9,934	-	-
Pay of Officers supernumerary to the Establishments of the Royal Horse Guards and the Three Regiments of Foot Guards - - - }	2,322	15	10	2,510	-	-
Compensation to Officers of the Royal Horse Guards for Reduction of Pay of their present Rank - - - }	430	10	3	500	-	-
Pay of Military Labourers, West Indies, Jamaica, Africa and the Mauritius -	3,430	19	6	4,395	-	-
Subsistence of Men in confinement - - - - -	13,633	14	5	10,809	-	-
Allowance for paying the Three Regiments of Household Cavalry - -	315	-	-	315	-	-
Allowance to Quartermasters of Foot Guards for making up Accounts - -	140	-	-	140	-	-
Allowances to Acting Paymasters of the Three West India Regiments - -	496	2	9	839	10	-
Allowance to the acting Paymaster of the St. Helena Regiment - - -	109	10	-			
Ditto - - - ditto - - - Newfoundland Companies - - -	91	5	-			
Allowances to Officers acting as Adjutants and Quartermasters of Colonial Corps, and to Acting Non-commissioned Officers of Colonial Corps - - - }	548	10	5	233	-	-
Allowances to Paymasters of Regiments abroad, absent at home on sick leave -	58	15	-	182	10	-
	£.	2,786,891	9 -	2,824,318	8 -	
II.—ANNUAL ALLOWANCES:						
Non-effective Allowance to Field Officers - - - - -	5,602	1	-	5,598	-	-
Contingent Allowance to Captains - - - - -	41,399	3	8	42,948	1	4
Allowance to Captains of Rifle Corps - - - - -	4,033	14	8	4,252	10	-
Allowance to Foot Guards in lieu of Stock Purse Fund, for Recruiting and Hospital Expenditure - - - - - }	9,257	11	6	9,257	11	6
Allowance to Officers of the Cape Corps for providing Horses - - -	400	1	8	410	16	8
Allowance to Riding Masters - - - - -	3,182	16	-	3,206	2	-
Allowance for Farriery - - - - -	9,224	11	5	9,505	4	2
Batta and other Indian Allowances to Regiments in China - - -	21,013	13	5	25,000	-	-
	£.	94,113	13 4	100,178	5	8
III.—AGENCY:						
Agency, as borne on Establishment - - - - -	26,736	17	5	27,317	17	1
Allowance to Agents for Postage and Stationery - - - - -	1,200	10	0	021	-	-

PAPER (A.)—continued.

	EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
IV.—CLOTHING:	£. s. d.	£. s. d.
Allowances to Colonels for providing Clothing - - - - -	267,717 9 11	271,163 7 10
Special Allowance to the Colonel of the Grenadier Guards - - - - -	1,093 8 10	1,093 8 10
Allowances to Colonels for providing Clothing for Supernumeraries - - - - -	4,060 11 5	3,000 - -
Cost of Patterns, marking Great Coats, &c. - - - - -	240 4 10	589 - -
Allowance for Winter Clothing in North America - - - - -	2,684 16 11	3,267 14 -
Allowances to Colonels of certain Cavalry Regiments, to cover Deficiencies in their Emoluments - - - - -	3,850 - -	3,833 6 8
£.	279,646 11 11	282,946 17 4
V.—PROVISIONS:		
Allowances in aid of Regimental Mess - - - - -	17,454 2 9	17,177 - -
Table Allowance, &c., for Officers on Guard at St. James's and at Dublin Castle	5,004 5 6	5,004 5 8
Special and Temporary Allowance to Officers at St. Helena, on account of the high price of Provisions - - - - -	987 9 -	994 - -
£.	23,445 17 3	23,175 5 8
VI.—FORAGE:		
Money Allowances to Field and Staff Officers of Infantry at Home in lieu of Forage - - - - -	£. 7,935 3 11	5,359 - -
VII.—LODGING:		
Lodging Money of Officers on leave of Absence from the West Coast of Africa -	152 15 -	105 - -
Lodging Money for Men quartered on the Inhabitants in Scotland and Ireland -	1,426 18 8	408 - -
Lodging Money of Men permitted, as an indulgence, to find their own Lodging when the Corps is in Barracks - - - - -	120 15 11	307 - -
Allowance for Men in Stationary Quarters - - - - -	1,056 5 11	957 - -
£.	2,756 15 6	1,777 - -
VIII.—HOSPITAL EXPENSES, MEDICINES AND TREATMENT OF THE SICK:		
Charges of General and Regimental Hospitals at Home and Abroad - - -	52,525 11 5	52,417 - -
Cost of Medicines and Surgical Instruments, including Charges for Carriage -	10,611 16 3	10,032 - -
Payments to private Medical Practitioners and Medical Bills - - -	3,430 7 2	3,690 - -
Subscriptions to Royal Westminster Ophthalmic Hospital and to the Westminster and St. George's Hospitals - - - - -	60 10 -	60 10 -
Cost of Horse Medicines - - - - -	475 16 4	358 - -
£.	67,104 1 2	66,557 20 -
Stoppages from the Pay of Soldiers and others in Hospital - - - - -	£. 61,768 19 -	
Contribution from Farriery Allowance for Horse}	222 10 0	

PAPER (A.)—continued.

	EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
	£. s. d.	£. s. d.
IX.—DIVINE SERVICE :		
Payments to officiating Clergymen performing Divine Service at Home and Abroad - - - - -	13,791 13 6	13,100 - -
Cost and Carriage of Religious Books - - - - -	882 8 -	1,000 - -
£.	14,674 1 6	14,100 - -
X.—MOVEMENT OF TROOPS :		
Hire of Carriages on Marches, including Conveyance of Invalids - - -	10,752 19 10	9,972 - -
Allowance to Officers on a March by Route - - - - -	4,476 5 6	4,403 - -
Marching Money for Men, including Allowance for hot Meal in England -	9,679 18 6	9,342 - -
Travelling Expenses of Officers - - - - -	1,606 4 6	2,169 - -
Passages of Officers and Men from one Port to another in the United Kingdom, Charges for Conveyance by Railway or Canal, and for Ferries - - -	22,532 5 -	21,998 - -
Allowances to Officers detained at Ports of Embarkation - - - - -	540 15 -	500 - -
Conveyance of Wives and Children not allowed to embark with Soldiers ordered to proceed on Service Abroad - - - - -	308 14 7	170 - -
£.	49,897 2 11	48,554 - -
XI.—ADMINISTRATION OF MARTIAL LAW :		
Salaries of Governors and Officers of District Military Prisons in Great Britain, and Provost Prisons in Ireland, and Contingent Expenses - - -	5,399 16 5	4,280 - -
Allowances to Non-Commissioned Officers acting as Provost-Serjeants in Garrison and Barrack Cells - - - - -	915 7 3	500 - -
Salary of the Inspector-General of Military Prisons - - - - -	250 - -	200 - -
Cost of Law Proceedings - - - - -	83 18 7	84 - -
Allowance to Acting Deputy Judge-Advocates, and Members and Witnesses at Courts Martial, including Travelling Expenses - - - - -	2,175 19 10	1,680 - -
Apprehension, Subsistence and Escort of Deserters - - - - -	2,136 7 3	2,854 - -
Subsistence and Necessaries of Soldiers sentenced to Transportation, &c. - -	102 4 9	116 - -
£.	11,063 14 1	9,714 - -
XII.—LIBRARIES AND SCHOOLS :		
Purchase of Books for Barrack Libraries at Home and Abroad - - -	2,169 3 9	2,000 - -
Deduct,—Amount of Subscriptions, &c. - - - - -	502 2 -	500 - -
£.	1,667 1 9	1,500 - -

PAPER (A.)—continued.

	EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
	£. s. d.	£. s. d.
XIII.—ESTABLISHMENTS:		
Chatham Garrison - - - - -	1,293 8 3	1,293 15 5
Invalid Depôt, Chatham - - - - -	1,971 6 4	1,899 - 7
Provisional Battalion, Chatham - - - - -	1,929 3 2	1,822 - 2
Establishment at Portsmouth - - - - -	180 12 11	180 18 11
Depôt Battalion, Isle of Wight - - - - -	2,284 14 3	2,252 7 6
Riding Establishment at Maidstone - - - - -	421 10 -	421 10 -
Depôts of Cavalry Regiments in the East Indies - - - - -	182 10 -	182 10 -
Superintendent of Sword Exercise, Pay and Travelling Expenses - - - - -	354 14 3	323 15 -
Inspector of Regimental Colours, Salary - - - - -	60 - -	60 - -
Drum-Major-general, Pay of - - - - -	28 17 11	28 17 7
Medical Museum at Chatham - - - - -	246 15 7	250 - -
£.	8,953 12 8	8,714 15 2
XIV.—RECRUITING:		
Charge for the Recruiting Department in London - - - - -	1,574 1 4	1,611 - -
Salary of the General Agent, Clerks, Office Rent, &c. - - - - -	1,381 17 -	1,350 - -
Charge for Recruiting Districts, Pay, Allowances, Clothing, and Contingent Expenses - - - - -	22,672 4 7	22,171 - 1
Allowances and Expenses of Superintending Officers - - - - -	5,534 5 9	5,334 7 6
Levy Money of Recruits, and Allowances for Cavalry Equipments - - - - -	60,787 1 1	45,287 10 -
Levy Money of Recruits of Colonial Corps - - - - -	2,650 17 6	4,000 - -
Allowance for the Purchase of Horses for the Household Cavalry - - - - -	3,360 - -	3,360 - -
Purchase of Horses for the Cavalry of the Line, including Expenses of the same prior to joining Regiments - - - - -	15,698 12 9	20,125 - -
Purchase of Remount Horses for the Cape Corps - - - - -	1,638 15 -	1,000 - -
Travelling Expenses of Officers on the Recruiting Service - - - - -	86 19 11	160 - -
Marching Allowance to Recruits, Escorts, &c. - - - - -	5,656 13 -	2,860 - -
Medical Attendance on Recruiting Parties and Recruits - - - - -	334 11 4	393 - -
Travelling Allowances to rejected Recruits - - - - -	266 15 2	213 - -
£.	121,642 14 5	107,864 17 7
XV.—DISCHARGES AND FAMILY ALLOWANCES:		
Allowances to Discharged Soldiers and their Families, to take them home (including Detention Pay), and to Widows and Children of deceased Soldiers, and Maintenance of Orphans - - - - -	6,362 10 3	5,559 - -
Gratuities to discharged Soldiers, including the Cost of Silver Medals - - - - -	3,169 4 8	3,113 - -
£.	9,531 14 11	8,672 - -
XVI.—REGIMENTAL SAVINGS BANKS:		

PAPER (A.)—continued.

	EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
	£. s. d.	£. s. d.
XVII.—MISCELLANEOUS:		
Regimental Postage and Stationery, Hire of Guard and Store Rooms, &c. -	6,524 17 11	6,734 - -
Allowances to Officers and Men for Loss of Baggage, and of Necessaries and Horses, and Compensation for Officers' Horses Shot for the Glanders, and for Appointments destroyed to prevent Infection - - - - -	526 7 8	1,000 - -
Field Allowances to Officers encamped - - - - -	3,001 7 2	51 - -
Barrel Bulk Allowance - - - - -	593 2 10	507 - -
Hire of Ground for Exercise and Ball Practice - - - - -	255 15 -	350 - -
Cost of Military Publications and Gazettes - - - - -	281 9 4	272 - -
Allowances to certain Soldiers of Cavalry in lieu of Boots, Spurs, &c. - -	484 13 1	610 - -
Allowances to First Majors of Foot Guards, in lieu of Apartments at the Horse Guards, and of Coals and Candles - - - - -	266 18 4	266 18 4
Compensation to First Majors of Foot Guards for loss of Rent of Sutling House at St. James's - - - - -	50 10 7	165 10 9
Allowance to Officers for the Hire of Black Male Servants on Tropical Stations	5,278 11 11	5,855 - -
Remittances and Effects of Officers and Soldiers (<i>see</i> Appropriations in Aid, page 2) - - - - -	54,447 7 5	54,447 7 5
Various small Expenses - - - - -	851 16 9	2,000 - -
£.	72,562 18 -	72,258 16 6
XVIII.—GUERNSEY AND JERSEY MILITIA:		
Guernsey - - - - -	1,025 7 9	1,035 10 3
Jersey - - - - -	1,677 10 11	1,628 6 -
£.	2,702 18 8	2,663 16 3
RECAPITULATION:		
I. PAY - - - - -	2,786,891 9 -	2,824,318 8 -
II. ANNUAL ALLOWANCES - - - - -	94,113 13 4	100,178 5 8
III. AGENCY - - - - -	28,046 17 2	28,338 17 1
IV. CLOTHING - - - - -	279,646 11 11	282,946 17 4
V. PROVISIONS - - - - -	23,445 17 3	23,175 5 8
VI. FORAGE - - - - -	7,935 3 11	5,359 - -
VII. LODGING - - - - -	2,756 15 6	1,777 - -
VIII. HOSPITAL EXPENSES, MEDICINES, AND TREATMENT OF THE SICK -	4,479 10 -	222 10 -
IX. DIVINE SERVICE - - - - -	14,674 1 6	14,100 - -
X. MOVEMENT OF TROOPS - - - - -	49,897 2 11	48,554 - -
XI. ADMINISTRATION OF MARTIAL LAW - - - - -	11,063 14 1	9,714 - -
XII. LIBRARIES AND SCHOOLS - - - - -	5,919 12 5	5,825 - -
XIII. ESTABLISHMENTS - - - - -	8,953 12 8	8,714 15 2
XIV. RECRUITING - - - - -	121,642 14 5	107,864 17 7
XV. DISCHARGES AND FAMILY ALLOWANCES - - - - -	9,531 14 11	8,672 - -
XVI. REGIMENTAL SAVINGS BANKS - - - - -	1,755 - 1	750 - -
XVII. MISCELLANEOUS - - - - -	72,562 18 -	72,258 16 6
XVIII. GUERNSEY AND JERSEY MILITIA - - - - -	2,702 18 8	2,663 16 3
£.	3,526,019 7 9	3,545,433 9 3

PAPER (B).—Explanatory of the Charge of £. 161,519. 1. 8. for "STAFF OFFICERS."

						EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
						£. s. d.	£. s. d.
STAFF AT HOME (£. 69,581. 18. 9.)	Pay of General Staff	-	-	-	-	25,722 6 8	25,859 4 5
	Pay of Medical Staff	-	-	-	-	12,384 5 6	11,827 12 6
	Additional Pay of General Staff	-	-	-	-	-	118 12 6
	Additional Pay of Medical Staff	-	-	-	-	1,957 8 -	1,971 - -
	Forage Allowances	-	-	-	-	6,261 14 2	4,927 12 6
	Lodging Allowances	-	-	-	-	6,948 9 2	6,330 7 11
	Postage and Stationery	-	-	-	-	797 4 6	449 10 1
	Travelling Expenses	-	-	-	-	1,211 9 3	1,153 14 2
	Pay of Clerks	-	-	-	-	5,218 4 9	4,882 18 1
	Office Rent	-	-	-	-	798 16 8	698 12 6
	Fuel and Candle Allowances	-	-	-	-	357 10 2	337 17 3
	Miscellaneous Expenses	-	-	-	-	4,302 9 3	5,219 7 6
	Garrison of the Tower of London	-	-	-	-	3,622 - 8	3,911 10 8
						£. 69,581 18 9	67,688 - 1
STAFF ABROAD (£. 91,937. 2. 11.)	Pay of General Staff	-	-	-	-	28,468 6 3	28,647 18 9
	Pay of Medical Staff	-	-	-	-	25,003 5 6	25,997 2 6
	Additional Pay of General Staff	-	-	-	-	157 19 -	118 12 6
	Additional Pay of Medical Staff, and Allowance to Principal Medical Officers	-	-	-	-	4,107 10 -	5,319 17 6
	Pay of Clerks, Boatmen, &c.	-	-	-	-	16,922 10 6	15,168 18 5
	Money Allowances and Contingent Expenses	-	-	-	-	17,277 11 8	16,928 1 7
						£. 161,519 1 8	159,868 11 4
Add,—Fractions voted						- - -	- 4 11
TOTALS for "STAFF OFFICERS" - - - £.						161,519 1 8	159,868 16 3

PAPER (C).—Explanatory of the Charge of £. 90,801. 7. 10. for "PUBLIC DEPARTMENTS."

						EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
						£. s. d.	£. s. d.
MILITARY DEPARTMENTS.							
COMMANDER-IN-CHIEF -	{Salaries and Contingencies	-	-	-	-	15,809 8 6	15,741 19 10
	{Postage	-	-	-	-	729 12 2	723 8 9
ADJUTANT-GENERAL -	{Salaries and Contingencies	-	-	-	-	7,817 - 7	8,017 18 3
	{Postage	-	-	-	-	4,311 12 6	4,820 19 1
QUARTERMASTER-GENERAL -	{Salaries and Contingencies	-	-	-	-	6,638 9 -	6,507 18 8
	{Postage	-	-	-	-	305 13 -	275 5 10

PAPER (C.)—continued.

						EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
						£. s. d.	£. s. d.
Brought forward - - -						35,611 15 9	36,087 10 5
CIVIL DEPARTMENTS.							
SECRETARY AT WAR -	{ Salaries and Contingencies - - - -					30,422 4 5	30,650 6 9
	{ Postage - - - - -					19,720 6 4	17,576 8 10
JUDGE ADVOCATE GENERAL -	{ Salaries and Contingencies - - - -					5,029 8 -	5,047 14 -
	{ Postage - - - - -					17 13 4	50 - -
CHELSEA HOSPITAL (See Paper (D.)) - - - - -						—	—
TOTALS for "PUBLIC DEPARTMENTS" - - - £.						90,801 7 10	89,412 - -

PAPER (D.)—Explanatory of the Charge of £. 1,205,168. 6. 7. for "CHELSEA HOSPITAL."

						EXPENDITURE, 1845-46.	ESTIMATE, 1845-46.
						£. s. d.	£. s. d.
Salaries of the Governor and Officers - - - - -						4,325 14 8	4,098 1 6
Ditto - - Secretary's Department - - - - -						8,985 15 7	6,000 - -
New Establishment for Payment and Superintendence of Out-Pensioners -						5,297 6 3	3,000 - -
Allowances, &c., to Staff Officers of Pensioners - - - - -						23,360 - 3	18,180 4 5
Rates and Taxes - - - - -						699 13 3	700 - -
Pay of In-Pensioners - - - - -						1,434 10 -	1,450 - -
Provisions and Clothing - - - - -						10,711 16 8	11,886 1 11
Household Disbursements - - - - -						1,819 18 6	1,750 - -
Gift to In-Pensioners, from Ranelagh Fund - - - - -						67 4 -	67 - -
Expenses of Trusses, Law Expenses, &c. - - - - -						509 18 2	780 - -
Postage of Letters - - - - -						187 12 2	600 - -
Payments of Army Prize Money, including Legal Expenses - - - - -						589 5 -	589 5 -
Gift to In-Pensioners, Expenses of Pensioners' Library and Smoking Room, } and Purchase of Books, paid out of the Drouly Legacy - - - - - }						187 7 10	187 7 10
Out-Pensioners, Regulars - - - - -						1,129,703 7 3	1,148,729 7 8
Expenses of Enrolment of Pensioners - - - - -						17,283 17 -	23,000 - -
TOTALS for "CHELSEA HOSPITAL" - - - £.						1,205,163 6 7	1,221,017 8 4

PAPER (E).—BALANCE SHEET, showing the LEDGER BALANCES on the 31st March 1847, the Date on which the preceding Account of RECEIPT and EXPENDITURE was closed;—also, the Proportion of the AVAILABLE BALANCE remaining on that Day applicable to the still open Account of 1846–47, leaving the UNAPPROPRIATED BALANCE of £.290,368. 6. 7. on the Grants for 1845–46 and prior Years.

N.B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances on the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account of Receipt and Expenditure is one for the Year, and has been kept open for twelve months after the expiration of the Year to which it refers, that all Payments within that period, relating to the Service of the past Year, might be included in it, and the whole Expenditure on Imprests be finally audited before declaring the unappropriated Balance; the Receipts and Payments comprised in that Account being therefore spread over a period of two complete years, the proof of the correctness of the unappropriated Surplus may be shown either by the Balances which remained on the Books at the Date to which the Account of Receipt and Expenditure extends (*vis.* 31 March 1846), or by those which remained at the date when it was definitively closed (*vis.* 31 March 1847). The Balance Sheet of the latter date is given, as it exhibits a more complete statement of the Accounts.

No. of Accounts.		D ^r .	C ^r .
		£. s. d.	£. s. d.
1	HER MAJESTY'S EXCHEQUER:—		
	For Balance of Army and Militia Grants unissued on the 31st March 1847 - - - - -	500,404 15 -	
1	PAYMASTER-GENERAL:—		
	For Army Cash Balance on the 31st March 1847 - - -	211,835 11 2	
1	COMMISSARIAT CHEST ACCOUNT:—		
	For Balance on Account of the Year 1846–47, for Repayments of Advances out of the Chests in the Colonies, for Army Services, beyond the Amount of Accounts for that Year, posted on the 31st March 1847 - - - - -	181,892 17 3	
	N.B.—The Account of the Advances from the Commissariat Chests Abroad, for Army Services, in the Year 1845–46, has been finally closed, as shown in subsequent Paper (F.) page 14.		
11	ADMIRALTY DEPARTMENT:—		
	For the following Balances:		
	1st.—Balance of Stoppages for Rations, from the Pay of Troops embarked on board Ships of War, Transports, &c., passed to the credit of that Department, but not paid over on the 31st March 1847 - - - - -	- - -	13,906 13 10
	2d.—Balance due to the War Office, on the 31st March 1847, for Advances out of Army Funds, on Account of Passage Allowances, &c., chargeable to the Naval Department - - - - -	5,986 2 11	
	3d.—For Repayments by the Admiralty for Advances on Account of Out-Pensioners of Greenwich Hospital beyond the charge raised against that Department on the Books on the 31st March 1847 - - - - -	- - -	173,339 13 11
2	ORDNANCE DEPARTMENT:—		
	For the following Balances; viz.		
	1st.—Balance on Account of 1846–47, for Repayments to the Ordnance Department, for Supplies of Bread and Meat to the Troops in that Year, beyond the Amount of Stoppages from Pay, credited in Accounts posted on the 31st March 1847 - - - - -	43,708 5 -	
	2d.—Balance due to the War Office, on the 31st March 1847, for Advances out of the Army Funds, on Account of Compensation in lieu of Clothing. Cost of making un.		

PAPER (E.)—continued.

No. of Accounts.		Dr.	Cr.
16	- - - - - Brought forward - - -	£. s. d. 946,632 15 -	£. s. d. 187,246 7 9
5	PROPERTY AND INCOME TAX ACCOUNTS:— For Amount paid over to the Receiver-General of Stamps and Taxes beyond the Sum placed to his Credit on account of Deductions from Military Pay, &c. included in Accounts posted on the 31st March 1847 - - - - -	10,565 6 2	
1	RECEIVER-GENERAL OF CUSTOMS:— For Balance due on account of Advances in 1846-47, to Staff Officers of Pensioners by Collectors of Revenue, upon Orders issued from the War Office - - - - -	- - -	23,760 - -
1	RECEIVER-GENERAL OF EXCISE:— For Balance due on account of Advances in 1846-47, to Staff Officers of Pensioners by Collectors of Revenue, upon Orders issued from the War Office - - - - -	- - -	15,270 - -
26	EAST INDIA COMPANY:— For the following Balances:— 1st.—Balance due on the Accounts of the Years 1841-42 to 1844-45, for Advances out of Army Grants, on account of Regiments in India, as shown on page 12 of the Balance Sheet for 1844-45 - - £. 216,818 6 2 Deduct, Amount repaid by the East India Company in March 1847 - - - - - 100,000 - - 116,818 6 2 2d.—Balance due on the final Account of the Year 1845-46, for Advances out of Army Grants, on account of Regiments in India, as shown in subsequent Paper (G.), page 15 - - - - - 63,330 4 1 180,148 10 3 3d.—Balance on account of 1846-47: For Repayments by the Company for Advances on account of Regiments in India, for the Year 1846-47, beyond the charge raised against it on the books on the 31st March 1847 - - - - -	- - -	193,347 3 6
1	COMMISSIONERS FOR THE REDUCTION OF THE NATIONAL DEBT:— For Value of Stock in the 3 per Cent. Consols and 3½ per Cents. belonging to the Fund for Military Savings Banks - - - - -	45,842 14 11	
1	REGIMENTAL SAVINGS BANKS INVESTMENT ACCOUNT:— For Amount of the above-mentioned Stock invested under the provisions of the Act 7 & 8 Vict., c. 83 - - - - -	- - -	45,842 14 11
3	REGIMENTAL SAVINGS BANKS DEPOSIT ACCOUNTS:— For Amount paid over to the Commissioners for the Reduction of the National Debt, beyond the Sum passed to Credit from the Accounts posted on the 31st March 1847 - - - - -	421 8 8	
1	BANK OF ENGLAND:— For Value of 10,848l. 2s. 7d., Stock in the 3 per Cent. Reduced Annuities, standing in the Names of the Secretary at War and the Paymaster-General - - - - -	9,573 9 6	
1	DROULY PENSION FUND:— For Amount of the before-mentioned Stock vested in the Secretary at War and Paymaster-General, under the Will of the late Colonel John Drouly, in trust, to be applied to the payment of certain Annuities (including also 5l. 0s. 11d. not invested) -	- - -	9,578 10 5
1	WARRANTS PAYABLE:— For Warrants or Orders for Payments issued on or prior to the		

PAPER (E.)—continued.

No. of Accounts.		Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
57	- - - - - Brought forward - - -	1,193,184	4	6	599,880	7	4
12	DEFAULTER ACCOUNTANTS:— For bad and doubtful Debts on old Accounts from 1780, still kept on record in the Ledger - - - - -	233,019	16	1			
1	GENERAL DEFAULTER ACCOUNT:— For the above Debts on old Accounts withdrawn from the Amount of the available Balance - - - - -	-	-	-	233,019	16	1
431	COLONELS, AGENTS, PAYMASTERS and ACTING PAYMASTERS of Regiments and Depôts, GENERAL AGENT and PAYMASTERS of Recruiting Districts, Hospitals, &c.:— For Balances standing as Imprests against them on the 31st March 1847 - - - - -	2,874,900	16	-	15,440	15	9
12	STAFF ACCOUNTANTS, for ditto - - - - -	24,558	13	7			
47	COMMANDANTS of VOLUNTEER CORPS, ditto - - - - -						
167	COLONELS and ACTING PAYMASTERS of Militia, ditto - - - - -	44,518	2	7			
98	STAFF OFFICERS of Pensioners, ditto - - - - -	1,357,472	12	-			
7	ACCOUNTANTS for Payment of Salaries and Contingencies, ditto - - - - -	30,750	-	-			
25	MISCELLANEOUS ACCOUNTS, ditto - - - - -	46,283	4	11	5,625	2	1
1	The late AGENT for CHELSEA PENSIONS, ditto - - - - -	44,116	6	10			
1	GOVERNORS of KILMAINHAM HOSPITAL, ditto - - - - -	11,034	4	2			
	NET AVAILABLE BALANCE on the 31st March 1847 - - -	-	-	-	5,005,871	19	5
849		£.	5,859,838	- 8	5,859,838	-	8
	NET AVAILABLE BALANCE, brought down - - - - -	£.			5,005,871	19	5
	As the foregoing Balances include the sums belonging to the Account of 1846-47, as well as those for preceding years, the following Reserves should be made before striking the Balance of Moneys granted for the service of 1845-46, and prior years, remaining unappropriated on the 31st March 1847; viz.—						
	GRANTS of the Year 1846-47, per Act 9 & 10 Vict. c. 116, s. 13 - - -	£.	6,237,839	- -			
	APPROPRIATIONS in aid received up to the 31st March 1847 - - -		123,711	11 5			
		£.	6,361,550	11 5			
	Deduct,—Net Expenditure for the Year 1846-47 passed to Account prior to the 31st March 1847, the date when the preceding Balances were struck - - - - -		1,646,046	18 7			
	NET Sum to be received for the Account of 1846-47 - - -				4,715,503	12	10
308	"UNAPPROPRIATED BALANCE" of Moneys granted for 1845-46, and prior years £.				290,368	6	7
	The same result may be obtained from the Balance Account, ended 31st March 1846; viz.—						
	NET AVAILABLE BALANCE for 1845-46 and prior years, on the books on the 31st March 1846 - - - - -				4,078,551	3	5
	APPROPRIATIONS in aid of the year 1845-46 placed to the Account of that year subsequently to the 31st March 1846 - - - - -				73,558	18	-
		£.	4,152,110	1 5			
	Deduct,—	£.		s. d.			
	1st. Net Expenditure for 1845-46, passed to Account subsequently to the 31st March 1846, the date when the preceding Balance was struck, including the sum of 12,041 l. 0s. 10d. charged against the Army Grants, 1845-46, on Account of Supplies in kind to the Troops at Hong Kong, between the 1st September 1843 and the 31st March 1844. (See page 3) - - - - -		3,804,320	10 5			
	2d. Appropriations in aid of the Grants for 1846-47, included in the Balance of 4,078,551 l. 3s. 5d. reserved for the Account of that year - - - - -		57,421	4 5			
	"UNAPPROPRIATED BALANCE" of Moneys granted for—				3,861,741	14	10

PAPER (F).—STATEMENT of the Particulars of the ADVANCES out of the several COMMISSARIAT CHESTS in the Colonies, for ARMY SERVICES, between the 1st April 1845 and the 31st March 1846, together with the Repayments in Discharge thereof.

STATIONS.										LAND FORCES.			STAFF.			TOTALS.		
										£.	s.	d.	£.	s.	d.	£.	s.	d.
Canada	-	-	-	-	-	-	-	-	-	146,433	1	2	19,234	5	3	165,667	6	5
Nova Scotia	-	-	-	-	-	-	-	-	-	50,496	5	3	4,373	6	4	54,869	11	7
Newfoundland	-	-	-	-	-	-	-	-	-	9,269	19	3	398	2	1	9,668	1	4
West Indies	-	-	-	-	-	-	-	-	-	89,646	3	9	14,951	2	1	104,597	5	10
Bermuda	-	-	-	-	-	-	-	-	-	22,152	4	1	608	7	6	22,760	11	7
Jamaica	-	-	-	-	-	-	-	-	-	46,592	14	3	7,750	6	7	54,343	-	10
Bahamas	-	-	-	-	-	-	-	-	-	13,090	2	4	317	15	10	13,407	18	2
Honduras	-	-	-	-	-	-	-	-	-	3,863	6	11	443	4	2	4,306	11	1
Gibraltar	-	-	-	-	-	-	-	-	-	59,668	9	2	2,924	-	3	62,592	9	5
Malta	-	-	-	-	-	-	-	-	-	44,201	10	7	2,741	12	1	46,943	2	8
Ionian Islands	-	-	-	-	-	-	-	-	-	50,138	19	6	3,884	15	5	54,023	14	11
Sierra Leone	-	-	-	-	-	-	-	-	-	6,595	19	5	937	2	6	7,533	1	11
Gambia	-	-	-	-	-	-	-	-	-	5,354	3	4	880	12	6	6,234	15	10
Gold Coast (Accounts only partially received)	-	-	-	-	-	-	-	-	-	3,882	6	6	116	-	4	3,998	6	10
St. Helena	-	-	-	-	-	-	-	-	-	9,230	3	10	759	2	-	9,989	5	10
Cape of Good Hope	-	-	-	-	-	-	-	-	-	83,921	2	7	5,332	13	10	89,253	16	5
Mauritius	-	-	-	-	-	-	-	-	-	39,385	3	11	2,549	2	1	41,934	6	-
Ceylon (Accounts only partially received)	-	-	-	-	-	-	-	-	-	64,855	2	7	3,023	14	9	67,878	17	4
Hong Kong	-	-	-	-	-	-	-	-	-	63,979	19	7	11,867	-	5	75,847	-	-
New South Wales	-	-	-	-	-	-	-	-	-	35,564	5	7	1,684	18	8	37,249	4	3
New Zealand	-	-	-	-	-	-	-	-	-	14,991	2	8	157	9	1	15,148	11	9
Van Diemen's Land	-	-	-	-	-	-	-	-	-	52,119	10	4	1,014	10	11	53,134	1	3
South Australia	-	-	-	-	-	-	-	-	-	2,308	19	2	106	16	7	2,415	15	9
Western Australia	-	-	-	-	-	-	-	-	-	4,156	13	5	191	3	8	4,347	17	1
£.										921,897	9	2	86,247	4	11	1,008,144	14	1.

REPAYMENTS.									
				LAND FORCES.			STAFF.		
				£.	s.	d.	£.	s.	d.
By Quarterly Warrants of 150,000 <i>l.</i> and 13,000 <i>l.</i> each, upon account				600,000	-	-	52,000	-	-
„ Further Warrant upon account				300,000	-	-	-	-	-
„ Warrants in payment of Balance				21,897	9	2	34,247	4	11
£.				921,897	9	2	86,247	4	11

PAPER (G.)—Explanatory of the Balance of £. 63,330. 4. 1. shown in the preceding BALANCE SHEET as remaining due to the WAR OFFICE by the EAST INDIA COMPANY, for Advances out of Army Grants for PAY of REGIMENTS in INDIA, and for other Services chargeable against the Company, on Account of the Service of the Year 1845-46.

The CHARGES for the Year 1845-46, on account of the under-mentioned Corps, &c. are as follows; viz. —			£.	s.	d.
			Brought forward - - -	£.	204,080 14 11
3d Dragoons - - - - -	7,524	1 5	Cavalry Depôt, Maidstone - - -	13,698	3 9
9th ditto - - - - -	5,881	14 9	Invalid Depôt, Chatham - - -	4,170	8 11
14th ditto - - - - -	6,259	9 5	Depôts of Regiments in the East Indies	42,954	16 -
15th ditto - - - - -	6,040	14 2			
16th ditto - - - - -	8,371	18 5	Pay of Medical Staff Officers advanced	150	18 -
2d Foot - - - - -	7,507	19 11	Abroad - - - - -	570	2 4
3d ditto - - - - -	980	8 9	Cost of Religious Book - - -	£.	265,625 3 11
4th ditto - - - - -	4,894	4 7			
9th ditto - - - - -	5,100	11 -	Less,—		
10th ditto - - - - -	5,016	8 8	Credit on account of the 18th Regi-	2,294	19 10
13th ditto - - - - -	6,163	12 7	ment, as explained below - - -		
17th ditto - - - - -	6,257	19 6	TOTAL - - - £.	263,330	4 1
21st ditto - - - - -	5,318	2 -			
22d ditto - - - - -	6,106	18 4	The above Charge is divisible under the following Heads of Service:		
25th ditto - - - - -	5,743	5 7	Pay - - - - -	149,159	8 11
28th ditto - - - - -	6,232	6 5	Annual Allowances - - - - -	1,804	7 8
29th ditto - - - - -	4,975	14 4	Agency - - - - -	8,888	6 10
31st ditto - - - - -	6,637	11 3	Clothing - - - - -	92,812	17 -
39th ditto - - - - -	5,121	3 2	Provisions - - - - -	1,039	9 8
40th ditto - - - - -	8,689	19 9	Hospital Expenses, Medicines, and	67	7 9
50th ditto - - - - -	5,066	19 7	Treatment of the Sick - - - - -	595	12 4
51st ditto - - - - -	12	8 7	Divine Service - - - - -	150	10 9
53d ditto - - - - -	4,605	9 10	Administration of Martial Law - - -	87	16 -
57th ditto - - - - -	5,697	13 9	Libraries and Schools - - - - -	3,036	17 -
60th ditto - 1 Batt. - - -	9,625	10 7	Establishments at Chatham and Maid-	11,935	1 -
61st ditto - - - - -	10,016	17 7	stone - - - - -	29	17 11
62d ditto - - - - -	6,566	17 10	Family Allowances - - - - -	1,377	15 4
63d ditto - - - - -	5,711	2 2	Miscellaneous Expenses - - - - -	£.	270,985 8 2
78th ditto - - - - -	5,631	14 8			
80th ditto - - - - -	2,595	6 9	Less,—		
84th ditto - - - - -	5,801	17 10	Miscellaneous Credits for the East	7,655	4 1
86th ditto - - - - -	5,182	19 10	India Establishments - - - - -		
94th ditto - - - - -	5,104	7 8	TOTAL - - - £.	263,330	4 1
Bristol - - - Recruiting District -	1,109	6 -	Deduct,—		
North British - - - ditto - - -	716	12 11	The Amount of Four Quarterly Re-	200,000	- -
Edinburgh Detachments ditto - -	878	- -	payments of 50,000 <i>l.</i> each, by the		
Coventry - - - - - ditto - - -	968	15 9	East India Company, on account of		
Leeds - - - - - ditto - - -	472	2 1	the above-mentioned Advances -		
Liverpool - - - - - ditto - - -	1,937	13 11			
London - - - - - ditto - - -	2,640	6 -			
Northern Recruiting District, Ireland	850	7 11			
Centre - - - - - ditto - - -	1,912	10 4			
Southern - - - - - ditto - - -	2,144	9 4			
Carried forward - - - £.	204,080	14 11			
			BALANCE due per "BALANCE SHEET" - - £.	63,330	4 1

* Includes £. 2,294. 19. 10. the Amount of four Payments into the Commissariat Chest, China, on account of Canton Batta and Balances due on Abstracts of the Accounts of Her Majesty's 18th Regiment, for periods prior to the 1st August 1843.

War Office, }
15 May 1847.

ARMY AND MILITIA SERVICES.

AN ACCOUNT

OF THE

FINALLY AUDITED

RECEIPT AND EXPENDITURE

FOR

ARMY AND MILITIA SERVICES,

COMPARED WITH THE SUMS ESTIMATED,

FOR THE YEAR ENDED 31 MARCH 1846; &c.

(Presented by Her Majesty's Command.)

Ordered, by The House of Commons, to be Printed,
30 May 1847.

428.

Under 3 oz.

COMMISSARIAT.
1845-6.

ABSTRACTS
OF THE
ACCOUNT
OF THE
RECEIPTS INTO AND PAYMENTS FROM
THE SEVERAL
COMMISSARIAT CHESTS ABROAD,
FROM
1 APRIL 1845 TO 31 MARCH 1846.

Audit Office, }
19 March 1847. }

*Ordered, by The House of Commons, to be Printed,
31 March 1847.*

en

S E R V I C E	DIFF. CALAND.	WESTERN AUSTRALIA.	WEST INDIES.	TOTAL OF SERVICES.	S E R V I C E
	10.	Page 32.	Page 32.		
	s. d.	£. s. d.	£. s. d.	£. s. d.	
Balances on 1st April 1845	6 11	2,096 17 4	146,204 8 9½	704,602 2 5	Balances on 1st April 1845.
Bills drawn on the Lords of	1 8	7,952 13 7	177,945 12 4	1,842,023 19 2	Bills drawn on the Lords of the Treasury.
Profit on Money Transactions	1 9	- 1 -	506 15 7	10,936 - 9½	Profit on Money Transactions.
Consignments of Specie from	- -	2,000 - -	- - -	862,370 - -	Consignments of Specie from England.
Imprests from other Commiss	6 5	4,925 - -	168 6 8	188,086 13 8	Imprests from other Commissariat Accountants.
Commissariat Vote, Nos. 1 and 2	3 2	1,556 14 11	31,727 19 6½	306,550 5 7½	Commissariat Vote, Nos. 1 and 2.
Stamp Duties on Commissariat	- -	- - -	3 - -	45 - -	Stamp Duties on Commissariat Commissions, &c.
Effects of Deceased Commissa	- -	- - -	- - -	42 3 11	Effects of deceased Commissariat Officers.
Army Services - - -	8 3	475 17 4	1,262 8 11	19,453 2 7½	Army Services.
Ordnance Services - - -	4 2	7 3 2	5,414 5 6	67,198 10 11½	Ordnance Services.
Navy Services - - -	7 8	60 - -	128 9 10	8,761 15 6	Navy Services.
Customs - - -	7 2	- - -	887 18 1	1,942 - 8	Customs.
Excise - - -	- - -	- - -	- - -	- - 7	Excise.
Post Office - - -	- - -	- - -	3,699 13 10	24,934 - 7	Post Office.
Stationery Office - - -	- - -	- - -	- - -	73 9 1	Stationery Office.
Captured Slaving Vessels	- - -	- - -	- - -	9,927 19 7	Captured Slaving Vessels.
East India Company - - -	- - -	- - -	- - -	8,554 10 1	East India Company.
Convict Services - - -	4 11	- - -	- - -	27,295 13 -	Convict Services.
Civil Establishment of St. Hel	- - -	- - -	- - -	15,237 18 8	Civil Establishment of St. Helena.
Settlement of Western Austral	- - -	100 14 6	- - -	100 14 6	Settlement of Western Australia.
Indian Department - - -	- - -	- - -	- - -	129 14 8	Indian Department.
Stipendiary Justices - - -	- - -	- - -	- - -	9 11 9	Stipendiary Justices.
Liberated Africans - - -	- - -	- - -	- - -	1,916 - 6	Liberated Africans.
Settlement of Hong Kong	- - -	- - -	- - -	4,311 11 8	Settlement of Hong Kong.
Militia and Volunteers - - -	- - -	- - -	- - -	1,412 4 -	Militia and Volunteers.
Widow and Orphan Fund	- - -	- - -	- - -	125 - -	Widow and Orphan Fund.
Colonial Government - - -	9 9	- - -	- - -	138,144 14 2½	Colonial Government.
Contribution toward the Defen	- - -	- - -	- - -	53,392 10 3	Contribution toward the Defence of the Colony.
Relief of Sufferers by Fires at	- - -	- - -	- - -	259 2 8	Relief of Sufferers by Fires at Quebec.
Local Banks - - -	1 5	- - -	- - -	16,212 1 4	Local Banks.
Foreign Office - - -	- - -	- - -	- - -	229 7 9	Foreign Office.
Colonial Office - - -	- - -	- - -	- - -	12 10 6	Colonial Office.
Chinese Indemnity - - -	- - -	- - -	- - -	256,136 14 6	Chinese Indemnity.
Canton Ransom - - -	- - -	- - -	- - -	727 11 4	Canton Ransom.
	- - -	- - -	- - -	49 12 8	Contribution for Relief of Distressed

	SOUTH AUSTRALIA.	VAN DIE- MEN'S LAND.	WESTERN AUSTRALIA.	WEST INDIES.	TOTAL OF SERVICES.	S E R V I C E S.
	Page 31.	Page 31.	Page 33.	Page 33.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Ba	- - -	- - -	- - -	- - -	120 4 9	Balances on 1st April 1845.
Ou	- - -	- - -	130 - -	31 12 6	5,239 15 2	Outstanding Drafts of prior Years.
Bi	- - -	- - -	- - -	- - -	106,207 3 10	Bills on the Treasury cancelled.
Lo	- - -	706 3 -	113 15 10	110 15 3½	6,229 16 -½	Loss on Money Transactions.
Co	- - -	- - -	- - -	- - -	3,277 1 1	Consignments of Specie to England.
Im	7,000 - -	6,847 16 5	- - -	919 13 11	181,947 16 3	Imprests to other Commissariat Accountants.
Cd	1,401 9 6½	117,325 12 3	3,415 17 4	81,861 14 2½	712,199 1 8½	Commissariat Vote, Nos. 1 & 2.
Ed	- - -	- - -	- - -	- - -	77 11 9	Effects of deceased Commissariat Officers.
Ar	3,040 16 -	55,804 15 6	4,702 1 11	110,302 14 11½	1,094,724 19 4½	Army Services.
Or	646 19 7	15,790 9 11	786 4 3	43,876 13 3	482,439 18 9½	Ordnance Services.
Ns	95 18 6	2,251 9 6	772 13 4	7,752 6 2½	306,247 - -½	Navy Services.
Cu	- - -	- - -	- - -	- - -	386 8 8	Customs.
Ex	- - -	- - -	- - -	- - -	271 1 5	Excise.
Ir	10 - -	- - -	- - -	- - -	174 4 4	Irish Constabulary Police.
Es	13 13 9	172 17 6	- - -	- - -	52,200 9 1½	East India Company.
Cc	- - -	80,004 5 10	138 18 11	- - -	101,267 4 9	Convict Services.
M	- - -	- 2 6	- - -	- - -	30 15 8	Magnetic Observatories.
Li	- - -	- - -	- - -	- - -	1,165 9 10	Lighthouses.
Cl	- - -	- - -	- - -	- - -	945 - -	Civil Establishment of Western Coast of Africa.
Cl	- - -	- - -	- - -	- - -	21,375 16 2	Civil Establishment of St. Helena.
Se	- - -	- - -	7,510 19 3	- - -	7,510 19 3	Settlement of Western Australia.
Ci	- - -	- - -	- - -	- - -	8,376 13 9	Civil Establishment of New Zealand.
Cl	- - -	- - -	- - -	- - -	6,856 14 8	Clergy in North America.
In	- - -	- - -	- - -	- - -	6,335 14 6	Indian Department.
St	- - -	- - -	- - -	23,955 9 8	44,596 6 3	Stipendiary Justices.
Li	- - -	- - -	- - -	367 9 7	13,959 10 9	Liberated Africans.
Se	- - -	- - -	- - -	- - -	71,575 13 4	Settlement of Hong Kong.
A	- - -	- - -	- - -	- - -	16 - -	American Loyalists.
C	- - -	9 4 7	- - -	- - -	9 4 7	Concordatum Fund.
M	- - -	- - -	- - -	- - -	16,727 12 11	Militia and Volunteers.
Sl	- - -	- - -	- - -	- - -	242 18 4	Slave Compensation.
C	- - -	100 - -	76 1 6	- - -	46,929 2 11½	Colonial Government.
M	- - -	- - -	- - -	- - -	558 17 9	Military Secretary to Governor-general.
L	- - -	- - -	- - -	- - -	271 11 7	Local Pensions.
S	- - -	- - -	- - -	- - -	533 - 8	Surveys.
T	- - -	- - -	- - -	- - -	8 16 1	Treasury Allowance.
I	- - -	- - -	- - -	- - -	6 8 6	Irish Government.
F	- - -	- - -	- - -	- - -	6,635 16 11	French Government.
R	- - -	- - -	- - -	- - -	62,085 18 -	Relief of Sufferers by Fire at Quebec.
P	- - -	- - -	- - -	- - -	250 - -	Presents to Mosquito Chiefs.
F	- - -	- - -	- - -	- - -	35 3 1	Foreign Seamen.
E	492 19 4	- - -	- - -	- - -	492 19 4	Expedition for exploring Central Australia.
I	- - -	11,639 1 5	- - -	- - -	54,955 7 8	Local Banks.
C	- - -	- - -	- - -	- - -	438 1 8	Chinese Indemnity.
E	- - -	- - -	- - -	- - -	10 - -	Exchequer Pensions.

A B S T R A C T S.

BAHAMAS.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	6,157	12	10
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	21,940	18	3
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -	207	16	9
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. H. J. Wild, Deputy Commissary General at Jamaica - - - - - W. C. Cuming, Deputy Assistant Commissary General at the Gambia - - - - -	68 3	16 2	1 4
	66	18	5
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Provisions; viz. Stoppages for rations - - - - - Other receipts - - - - -	3,917 381	1 19	5 2
	4,299	-	7
	1	10	-
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - -			
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - Chelsea pensions - - - - -	22 -	3 1	10 8
	22	5	1
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	238	12	8
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	16	15	8
To Ditto on account of the POST OFFICE - - - - -	405	18	2
To " STATIONERY OFFICE - - - - -	7	16	-
To " STIPENDIARY JUSTICES - - - - -	9	11	9
To " COLONIAL OFFICE - - - - -	1	5	-
	£.	33,375	16 2

BERMUDA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	73,785	-	9
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	73,482	15	11
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -	214	2	5
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. T. Stickney, Assistant Commissary General in Mexico - - - - - Deficiencies on shipments of specie refunded - - - - -	£. 178 -	2 1	8 9
	174	11	5
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Contingencies - - - - - Provisions; viz. Stoppages for rations - - - - - Other receipts - - - - - Fuel and light - - - - -	8 £. 9,658 448	8 3 7	2 10 8
	10,106	11	6
	10,107	-	2
	10,115	3	4
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	572	8	1

1845 to 31st March 1846.

BAHAMAS.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By BILL DRAWN ON THE LORDS OF THE TREASURY, cancelled - - - - -	61	8	5
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz. H. J. Wild, Deputy Commissary General at Jamaica - - - - -	4	12	-
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 517 2 1	£.	s.	d.
Pay of extra clerks, storekeepers, &c. - - - - - £. 248 19 7			
Contingencies - - - - - 78 19 5			
	322	19	-
Land and inland water transport - - - - - 119 16 2			
Provisions - - - - - £. 5,786 18 1			
Forage - - - - - 838 10 10			
Fuel and light - - - - - 376 8 2			
	7,001	12	1
	7,961	9	4
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -	68	-	-
By Ditto on account of ARMY SERVICES; viz. Effectives - - - - - 13,407 18 2			
Non-effectives - - - - - 67 10 -			
Chelsea pensions - - - - - 305 19 9			
	13,781	7	11
By Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - - 3,566 15 1			
Non-effectives - - - - - 101 5 -			
	3,668	-	1
By Ditto on account of NAVY SERVICES; viz. Effectives - - - - - 1,911 15 1			
Non-effectives - - - - - 18 18 -			
	1,925	8	1
By Ditto on account of LIGHTHOUSES - - - - -	1,165	9	10
By " STIPENDIARY JUSTICES - - - - -	2,206	5	-
By " LIBERATED AFRICANS - - - - -	350	16	9
By Balances on 31st March 1846 - - - - -	2,182	18	9
	£.	33,375	16 2

1845 to 31st March 1846.

BERMUDA.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz. W. Filder, Commissary General in Canada - - - - -	55,000	-	-
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 865 2 1	£.	s.	d.
Pay of extra clerks, storekeepers, &c. - - - - - £. 1,134 15 7			
Contingencies - - - - - 182 3 6			
	1,316	19	1
Land and inland water transport - - - - - 323 15 11			
Provisions - - - - - £. 13,493 10 10			
Forage - - - - - 372 15 2			
Fuel and light - - - - - 350 7 3			
	14,216	13	3
	16,722	10	4
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -	151	16	8
By Ditto on account of ARMY SERVICES; viz. Effectives - - - - - 22,760 11 7			
Non-effectives - - - - - 40 - -			
Chelsea pensions - - - - - 151 13 11			
	22,952	5	6
By Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	13,418	16	1
By Ditto on account of NAVY SERVICES; viz. Effectives - - - - - 38,707 15 4			
Non-effectives - - - - - 595 11 10			
	39,303	7	2
By Ditto on account of CONVICT SERVICES - - - - -	8,106	7	6

CANADA.

Period from 1st April

Dr.										ABSTRACT of Sums received into and		
										£.	s.	d.
To BALANCE on 1st April 1845 - - - - -										89,181	11	5 ½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -										363,540	10	-
To PROFIT ON MONEY TRANSACTIONS; viz.												
Premium on negotiation of bills - - - - -										1,754	6	10
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS: viz.												
T. Stickney, Assistant Commissary General in Mexico - - -										£. 54,998	15	-
W. H. Robinson, Deputy Commissary General in Nova Scotia - -										19	6	3
H. Clarke, Deputy Assistant Commissary General at Honduras - -										30	-	-
										55,048	1	3
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.												
Pay of officers and established clerks - - - - -										£. 168	14	8 ½
Pay of extra clerks, storekeepers, &c. - £. - - - 10												
Contingencies - - - - -										7	14	8 ½
										7	15	6 ½
Land and inland water transport - - - - -										69	8	7
Provisions; viz.												
Stoppages for rations, 54,200										13	10	
Other receipts - - - 2,600										6	6 ½	
										56,719	-	4 ½
Forage - - - - -										19	-	
Fuel and light - - - - -										208	1	7
										56,928	-	11 ½
										57,173	19	9 ½
To Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -										-	-	10
										57,174	-	7 ½
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions and Warrants for Pensions - - - - -										12	-	-
To Ditto on account of ARMY SERVICES; viz.												
Effectives - - - - -										£. 2,703	13	7 ½
Non-effectives - - - - -										43	10	3
Chelsea pensions - - - - -										22	10	8
Commuted pensions - - - - -										1	17	10
										2,771	12	4 ½
To Ditto on account of ORDNANCE SERVICES; viz.												
Effectives - - - - -										25,437	13	9 ½
Non-effectives - - - - -										5	3	6
										25,442	17	3 ½
To Ditto on account of NAVY SERVICES; viz.												
Effectives - - - - -										22	19	10
To Ditto on account of the CUSTOMS - - - - -										77	6	9
To " EXCISE - - - - -										-	-	7
To " POST OFFICE - - - - -										10,833	6	8
To " INDIAN DEPARTMENT - - - - -										129	14	3
To " MILITIA AND VOLUNTEERS - - - - -										1,412	4	-
To Ditto on account of the COLONIAL GOVERNMENT; viz.												
Repayment of advances - - - - -										8,910	5	4 ½
To Ditto on account of RELIEF OF SUFFERERS BY FIRES AT QUEBEC - - - - -										259	2	8

1845 to 31st March 1846.

CANADA.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By Payment of DRAFTS of SUB-ACCOUNTANTS outstanding on 31st March 1945	-	-	-
	982	15	4
By LOSS on MONEY TRANSACTIONS; viz.			
Discount on negotiation of Bills	-	-	-
Fractions	-	-	-
	£. 248	4	2
	-	-	2
	248	4	4
By IMPRESTS to OTHER COMMISSARIAT ACCOUNTANTS; viz.			
F. E. Knowles, Deputy Commissary General in the West Indies	-	£. 165	-
W. H. Robinson, Deputy Commissary General in Nova Scotia	-	833	6
H. Clarke, Deputy Assistant Commissary General at Honduras	-	30	-
	1,028	6	8
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks	-	£. 9,844	3
Pay of extra clerks, storekeepers, &c.	£. 6,433	11	2
Allowances	-	55	2
Contingencies	-	2,030	8
	8,519	2	1 1/2
Land and inland water transport	-	13,782	13
Provisions	-	39,660	11
Forage	-	3,823	13
Fuel and light	-	18,249	3
	61,733	7	10
	98,879	7	5
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-Effective Services	-	2,408	16
	96,288	3	5
By Ditto on account of EFFECTS OF DECEASED COMMISSARIAT OFFICERS	-	-	-
	77	11	9
By Ditto on account of ARMY SERVICES; viz.			
Effectives	-	165,669	19
Non-effectives	-	8,314	5
Chelsea pensions	-	22,645	12
Commuted pensions	-	5,171	3
	201,801	1	6 1/2
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives	-	110,211	9
Non-effectives	-	2,290	13
	112,502	3	2
By Ditto on account of NAVY SERVICES; viz.			
Effectives	-	5,168	14
Non-effectives	-	3,115	12
	8,284	7	2
By Ditto on account of the CUSTOMS	-	306	8
By " EXCISE	-	261	16
By " IRISH CONSTABULARY POLICE	-	107	2
By " MAGNETIC OBSERVATORIES	-	22	9
	8,284	7	2
By Ditto on account of the CIVIL ESTABLISHMENT OF ST. HELENA; viz.			
St. Helena pensions	-	40	-
	8,284	7	2
By Ditto on account of the CLERGY in NORTH AMERICA	-	3,726	13
By " the INDIAN DEPARTMENT	-	6,335	14
By " MILITIA AND VOLUNTEERS	-	16,727	12
	2,877	8	6 1/2
By Ditto on account of the COLONIAL GOVERNMENT; viz.			
For lands ceded to the Crown by Indians	-	-	-
	2,877	8	6 1/2
By Ditto on account of the salary of the MILITARY SECRETARY TO THE GOVERNOR GENERAL	-	558	17
By " LOCAL PENSIONS	-	258	7
By " MILITARY AND NAVAL SURVEY	-	533	-
By " TREASURY ALLOWANCE	-	8	16
By " IRISH GOVERNMENT	-	6	8
By " RELIEF OF SUFFERERS BY FIRES AT QUEBEC	-	62,085	18

CAPE OF GOOD HOPE.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	35,155	7	10½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	204,072	10	8
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -		1	4 6
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	30,000	-	-
To RECEIPTS on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 1 15 5 Pay of extra clerks, storekeepers, &c. - - - - - £. 1 15 9 Contingencies - - - - - 72 10 1 Land and inland water transport - - - - - 74 5 10 Provisions, viz. Stoppages for rations - - - - - £. 25,626 6 3 Other receipts - - - - - 3,198 8 8½ Forage - - - - - 28,824 14 11½ Fuel and light - - - - - 88 19 3½ - - - - - 8 9 28,914 3 -			
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions and Warrants for Pensions - - - - -	29,433	11	6
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - £. 2,442 17 1 Chelsea pensions - - - - - - 10 3½			
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	2,443	7	4½
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - - £. 8 6 - Non-effectives - - - - - 9 14 6			
To Ditto on account of the CUSTOMS - - - - -	18	-	6
To " POST OFFICE - - - - -	247	7	2
To " COLONIAL GOVERNMENT; viz. Repayment on account of storm fund - - - - - £. 7,692 13 7 Ditto of advance to Agent-general - - - - - 2,500 - - Ditto - ditto - on account of mission to Natal Territory - - - - - 2,382 7 -			
To Drafts of SUB-ACCOUNTANTS drawn within the period of this account, remaining unpaid on 31st March 1846. - - - - -	12,575	-	7
	9,136	-	6
	£. 325,703	11	2½

CEYLON.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	3	5	2
To Receipts on account of ARMY SERVICES; viz. Effectives - - - - -	684	18	11½
To Ditto on account of the COLONIAL GOVERNMENT; viz. Loans from the Colonial chest - - - - - £. 47,670 3 4 Value of surgical instruments supplied from the Colonial stores - - - - - 25 8 11½ Stoppages for rations supplied to the troops - - - - - 11,941 18 1			
	59,637	10	4½

1845 to 31st March 1846.

CAPE OF GOOD HOPE.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By BILLS DRAWN ON THE LORDS OF THE TREASURY, cancelled - - - - -	3,050	-	-
By Loss ON MONEY TRANSACTIONS; viz.			
Fractions - - - - -	-	-	3 ½
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - -	£. 3,506	8	3
Pay of extra clerks, storekeepers, &c. £. 6,451	17	3	
Allowances - - - - -	211	19	2
Contingencies - - - - -	1,889	6	-
	8,553	3	5
Land and inland water transport - - - - -	19,503	14	8
Provisions - - - - -	27,984	16	9
Forage - - - - -	28,309	7	4 ½
Fuel and light - - - - -	3,063	1	-
	59,357	5	1 ½
	90,920	10	5 ½
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services	697	17	2
	91,618	7	7 ½
By Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	89,253	16	5
Non-effectives - - - - -	3,908	7	1
Chelsea pensions - - - - -	2,272	3	1 ½
	95,434	6	7 ½
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	45,393	12	1
Non-effectives - - - - -	157	18	6
	45,551	10	7
By Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	30,480	12	10
Non-effectives - - - - -	1,066	9	10
	31,547	2	8
By Ditto on account of the EAST INDIA COMPANY - - - - -	1,255	16	6 ½
By " MAGNETIC OBSERVATIONS - - - - -	8	3	6
By " the CIVIL ESTABLISHMENT OF ST. HELENA - - - - -	793	2	5
By " STIPENDIARY JUSTICES - - - - -	1,765	-	-
By " LIBERATED AFRICANS - - - - -	3,904	18	2
By " SLAVE COMPENSATION - - - - -	241	10	11
By " the COLONIAL GOVERNMENT; viz.			
Expenses of the British Resident and clerk on north-eastern frontier - - - - -	180	11	5
By Ditto on account of EXCHEQUER PENSIONS - - - - -	10	-	-
By REMITTANCES IN TRANSIT - - - - -	8,385	-	-
By BALANCE ON 31st March 1846 - - - - -	41,958	-	0 ½
	£. 325,703	11	2 ½

1845 to 31st March 1846.

CEYLON.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By Payments on Account of ARMY SERVICES; viz.			
Effectives - - - - -	71,786	8	6
Non-effectives - - - - -	660	14	6
Chelsea pensions - - - - -	645	1	11 ½
	73,092	4	11 ½
By Ditto on account of ORDNANCE SERVICES; viz.			
Non-effectives - - - - -	170	-	-
By Ditto on account of the COLONIAL GOVERNMENT; viz.			
For rations of provisions issued from the Colonial stores - - - - -	5,386	3	9

GAMBIA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE ON 1st April 1845 - - - - -	5,495	0	9
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	3,025	19	8
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -	33	2	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. T. Graham, Assistant Commissary General at Sierra Leone - - - - -	8	-	-
To Receipts on Account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of Officers and Established Clerks - - - - - £.18 1 2 Provisions; viz. Stoppages for rations - - - - - £.2,004 11 7 Other receipts - - - - - 203 2 2½	2,207	13	9½
	2,225	14	11½
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - -	1	10	-
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	121	15	10
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	43	14	-
To Ditto on account of the CUSTOMS - - - - -	35	-	-
To „ LIBERATED AFRICANS - - - - -	1,000	-	-
	£.	11,990	6 2½

GIBRALTAR.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE ON 1st April 1845 - - - - -	12,262	13	11
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	123,363	17	3
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - - £.813 2 9¾ Gain on coins - - - - - 55 18 3½ Fractions - - - - - - 1 11½	869	3	-½
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Contingencies - - - - - £.2 1 - Land and inland water transport - - - - - 395 14 - Provisions; viz. Stoppages for rations - - - - - £.29,146 4 11 Other receipts - - - - - 1,320 18 9	30,467	3	8
Fuel and light - - - - - 83 2 5	30,550	6	1
	30,948	1	1
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	1,983	1	9
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	1,872	2	3
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	3	17	-
To Ditto on account of the POST OFFICE - - - - -	1,310	-	-
To „ WIDOW AND ORPHAN FUND - - - - -	125	-	-
To „ COLONIAL GOVERNMENT; viz. Surplus Revenue - - - - -	1,000	-	-
	£.	173,237	16 3½

1845 to 31st March 1846.

GAMBIA.

issued from the Commissariat Chest.

Cr.

		£.	s.	d.
By Loss on MONEY TRANSACTIONS; viz.				
Fractions		-	-	1½
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.				
Pay of officers and established clerks		£. 453	10	-
Pay of extra clerks, storekeepers, &c.	£. 387	7	-	
Allowances	48	4	-	
Contingencies	64	15	1	
		500	6	1
Land and inland water transport	2	8	2	
Freight of specie	16	11	1	
		18	19	3
Provisions	981	3	5	
Forage	448	13	9	
Fuel and light	381	19	10	
		1,761	17	-
By Ditto on account of ARMY SERVICES; viz.				2,734 12 4
Effectives		6,192	13	10
Chelsea pensions		269	10	6½
		6,462	4	4½
By Ditto on account of ORDNANCE SERVICES; viz.				1,506 13 9
Effectives				
By Ditto on account of NAVY SERVICES; viz.				86 18 6
Effectives				48 13 2
By Ditto on account of LIBERATED AFRICANS				1,151 3 11½
By BALANCE on 31st March 1846				
	£.	11,990	6	2½

1845 to 31st March 1846.

GIBRALTAR.

issued from the Commissariat Chest.

Cr.

		£.	s.	d.
By Loss on MONEY TRANSACTIONS; viz.				
Discount on negotiation of bills	£. 23	2	6	
Loss on coins	1	18	4½	
Fractions	-	-	6½	
				25 1 5
By CONSIGNMENTS OF SPECIE TO ENGLAND				2,982 10 -
By IMPRESTS to OTHER COMMISSARIAT ACCOUNTANTS; viz.				
D. Ibbetson, Deputy Commissary-General at Malta				50 - -
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.				
Pay of officers and established clerks	£. 1,7	e	-	
Pay of extra clerks, storekeepers, &c.	£. 3,868	9	5	
Contingencies	161	19	4½	
		3,530	8	9½
Land and inland water transport		4,469	1	7
Provisions	27,045	14	5	
Forage	1,499	6	11	
Fuel and light	478	9	2	
		29,023	10	6
		38,640	4	10½
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services		79	-	-
		38,719	4	10½
By Ditto on account of ARMY SERVICES; viz.				
Effectives		62,592	9	5
Non-effectives		132	-	-
Chelsea pensions		1,080	16	6½
		63,805	5	11½
By Ditto on account of ORDNANCE SERVICES; viz.				
Effectives		39,266	19	9
Non-effectives		96	11	10
		39,363	11	7
By Ditto on account of NAVY SERVICES; viz.				

GOLD COAST.

Period from 1st February

Dr. ABSTRACT of Sums received into and issued from the Commissariat Chest (so far as

	£.	s.	d.
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	5,484	7	4
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	4,170	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz.			
T. Graham, Assistant Commissary General at Sierra Leone - - - - -	1,409	19	4
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Provisions; viz.			
Stoppages for rations - - - - -	£. 350	12	10
Other receipts - - - - -	115	3	10
	465	16	8
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - -	3	-	-
To „ ARMY SERVICES; viz.			
Effectives - - - - -	88	14	7
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	13	7	11
To Ditto on account of the COLONIAL OFFICE - - - - -	11	5	6
	£.	11,646	11 4

HONDURAS.

Period from 1st April

Dr. ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	6,373	12	11
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	5,877	15	10
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills - - - - -	2	4	7
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz.			
H. J. Wild, Deputy Commissary General at Jamaica - - - - -	£. 4,000	-	-
W. Filder, Commissary General in Canada - - - - -	30	-	-
	4,030	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Provisions; viz.			
Stoppages for rations - - - - -	£. 1,288	6	1
Other receipts - - - - -	29	10	6
	1,317	16	7
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	102	13	10
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	122	16	10

1844 to 31st March 1846.

GOLD COAST.

the same can be collected from the imperfect Vouchers obtained from D. A. C. G. Ross).

Cr.

	£.	s.	d.
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.			
T. Graham, Assistant Commissary General at Sierra Leone	-	-	167 19 8
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks	£. 448	7	9
Pay of extra clerks, storekeepers, &c.	£. 183	10	6
Allowances	27	1	-
Contingencies	15	11	6
		176	3 -
Land and inland water transport		218	16 9
Provisions	£. 2,188	6	1
Forage	2	17	6
Fuel and light	19	6	5
		2,210	10 -
By Ditto on account of ARMY SERVICES; viz.			3,048 17 6
Effectives	4,342	3	-
Chelsea pensions	18	14	2
		4,360	17 2
By Ditto on account of ORDNANCE SERVICES; viz.			532 19 8
Effectives			
By Ditto on account of NAVY SERVICES; viz.			57 13 8
Effectives			
By Ditto on account of the CIVIL ESTABLISHMENT OF THE WESTERN COAST OF AFRICA			945 - -
By BALANCE on 31st March 1846			2,533 8 8
	£.		11,646 11 4

1845 to 31st March 1846.

HONDURAS.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.			
H. J. Wild, Deputy Commissary General at Jamaica	£. 7	-	6
W. Filder, Commissary General in Canada	30	-	-
			37 - 6
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks	441	4	4
Pay of extra clerks, storekeepers, &c.	£. 112	10	10
Allowances	110	17	-
Contingencies	53	2	4
		276	10 2
Land and inland water transport		50	10 8
Provisions	£. 1,486	2	9
Forage	929	12	3
Fuel and light	135	5	1
		2,551	- 1
By Ditto on account of ARMY SERVICES; viz.			3,319 5 3
Effectives	4,306	11	1
Non-effectives	2,938	8	4
		7,244	19 5
By Ditto on account of ORDNANCE SERVICES; viz.			1,950 14 9
Effectives			
By Ditto on account of NAVY SERVICES; viz.			29 13 10
Effectives			
By Ditto on account of STIPENDIARY JUSTICES			441 5 -
By Ditto on account of PRESENTS TO MOSQUITO CHIEFS			250 - -

HONG KONG.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	94,095	14	1
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	54,465	2	11
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills on the Treasury - - - - - £. 1,241	7	7	
Ditto on negotiation of bills on the Indian Government - - - - -	1,474	8	2
Ditto on issue of Spanish dollars - - - - -	777	6	2
Gain on drafts - - - - -	97	8	10
Fractions - - - - -	-	-	11
	3,590	6	8
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	29,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of extra clerks, storekeepers, &c. - - - - - £. -	15	2	
Contingencies - - - - -	-	-	4
	-	15	6
Land and inland water transport - - - - -	181	5	-
Provisions; viz.			
Stoppages for rations - - - - - £. 448	9	9	
Other receipts - - - - -	3,840	13	7
	4,284	3	4
Fuel and light - - - - -	670	-	11
	4,954	4	3
	5,086	4	9
To Ditto on account of STAMP DUTIES PAID IN ENGLAND ON COMMISSARIAT COMMISSIONS - - -	1	10	-
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	2,729	19	5
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	6,071	2	11
To Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	316	-	6
To Ditto on account of the POST OFFICE - - - - -	549	18	7
To " EAST INDIA COMPANY - - - - -	3,554	10	1
To " SETTLEMENT OF HONG KONG - - - - -	4,311	11	8
To " FOREIGN OFFICE - - - - -	229	7	9
To Ditto on account of the CHINESE INDEMNITY; viz.			
Bills on the Indian Government - - - - -	72,803	7	10
Specie from India - - - - -	183,383	6	8
	256,186	14	6
To Ditto on account of the CANTON RANSOM; viz.			
Prize agents - - - - -	181	17	6
Balance of Messrs. Dent & Co.'s promissory note of 1st June 1841, with } interest thereon, under a decree of the Supreme Court of 10th March 1845 }	545	13	10
	727	11	4
To Ditto on account of the CORPORATION FOR THE RELIEF OF DISTRESSED SEAMEN - - - - -	49	12	8

1845 to 31st March 1846.

HONG KONG.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By Payment of DRAFTS OF SUB-ACCOUNTANTS, outstanding on 31st March 1845 - - - -	4,002	17	4
By LOSS ON MONEY TRANSACTIONS; viz.			
Discount on negotiation of bills on the Indian Government - - - - £. 120 16 8			
Loss on coins - - - - - - - - - - - - - - - - 2,901 6 11			
	3,022	3	7
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - - - - - - - 1,602 8 7			
Pay of extra clerks, Storekeepers, &c. - - - - - £. 2,672 11 6			
Allowances - - - - - - - - - - - - - - - - 2,152 8 3			
Contingencies - - - - - - - - - - - - - - - - 408 10 3			
	5,236	10	-
Land and inland water transport - - - - - - - - - - - - - - 896 6 1			
Provisions - - - - - - - - - - - - - - - - 18,865 7 -			
Fuel and light - - - - - - - - - - - - - - - - 1,894 17 -			
	20,760	4	-
	28,492	8	8
By Ditto on account of ARMY SERVICES; viz.			
Effectives - 76,620 14 2			
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - 72,987 13 8			
By Ditto on account of NAVY SERVICES; viz.			
Effectives - 33,587 13 2			
By Ditto on account of the EAST INDIA COMPANY - - - - - - - - - - - - - - 29,075 2 11			
By " SETTLEMENT OF HONG KONG - - - - - - - - - - - - - - 71,575 13 4			
By Ditto on account of the CHINESE INDEMNITY; viz.			
Contingent expenses connected with the receipt of the Indemnity - - - - - 438 1 8			
By REMITTANCES IN TRANSIT - 9,166 13 4			
By BALANCE on 31st March 1846 - - - - - - - - - - - - - - - - - - - 184,296 8 11			

IONIAN ISLANDS.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	17,185	13	2 ½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	47,983	0	-
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -	374	15	4
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	10,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Contingencies - - - - -	£. 118	2	9
Land and inland water transport - - - - -	5	17	10
Provisions; viz. Stoppages for rations - - - - -	£. 20,230	7	2
Other receipts - - - - -	699	19	8 ½
Fuel and Light - - - - -	20,930	6	10 ½
	1	-	½
	20,930	7	11
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	21,054	8	0
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	581	12	1
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	2,671	10	5
To Ditto on account of CONTRIBUTION TOWARDS THE DEFENCE OF THE COLONY - - - - -	23,192	10	3
	£. 122,993	15	9 ½

JAMAICA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	33,004	6	-
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	119,404	-	7
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -	667	7	1
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	10,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. H. Clarke, Deputy-Assistant Commissary General at Honduras - - - - -	£. 7	-	6
F. B. Archer, Assistant Commissary General at the Bahamas - - - - -	4	12	-
	11	12	6
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - -	£. -	3	7
Pay of extra clerks, storekeepers, &c. - - - - -	£. 4	12	6
Contingencies - - - - -	12	3	-
Land and inland water transport - - - - -	16	15	6
Provisions; viz. Stoppages for rations - - - - -	202	9	2
Other receipts - - - - -	£. 16,430	1	4
Fuel and light - - - - -	2,258	-	5
	18,688	1	9
	22	9	10
	18,710	11	7
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	18,929	19	10
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	1,097	10	10
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	2,010	19	1

1845 to 31st March 1846.

IONIAN ISLANDS.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - -	£. 1,599	1	1
Pay of extra clerks, storekeepers, &c. - - -	£. 1,405	12	11
Contingencies - - - - -	79	12	-
		1,545	4 11
Land and inland water transport - - - - -		481	15 4
Provisions - - - - -	15,486	12	1
Forage - - - - -	1,195	6	7
Fuel and light - - - - -	2,069	19	1
		18,751	17 9
By Ditto on account of COMMISSARIAT VOTE, No 2, for Non-effective Services - - -	22,377	19	1
	650	9	10
By Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	54,023	14	11
Non effectives - - - - -	415	14	-
Chelsea pensions - - - - -	377	1	3 ½
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	23,906	17	5
Non effectives - - - - -	116	16	9
By Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	2,517	17	6
By BALANCE on 31st March 1846 - - - - -	18,607	4	11 ½
	£. 122,993	15	9 ½

1845 to 31st March*1846.

JAMAICA.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.			
F. B. Archer, Assistant Commissary General at the Bahamas - - -	43	2	1
H. Clarke, Deputy Assistant Commissary General at Honduras - - -	4,000	-	-
T. Graham, Assistant Commissary General at Sierra Leone - - -	180	-	-
		4,223	2 1
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - -	2,403	17	11
Pay of extra clerks, storekeepers, &c. - - - - -	£. 1,366	6	2
Allowances - - - - -	250	11	-
Contingencies - - - - -	1,058	4	7
		2,695	1 9
Land and inland water transport - - - - -		4,939	12 5
Provisions - - - - -	40,425	4	9
Forage - - - - -	4,837	12	-
Fuel and light - - - - -	1,371	4	5
		46,634	1 2
By Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	54,343	-	10
Non-effectives - - - - -	188	-	-
Chelsea pensions - - - - -	1,375	15	7
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -			
By Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	16,001	12	5
Non-effectives - - - - -	37	-	-
		16,038	12 5

MALTA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	12,486	12	10½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	105,044	8	8
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills - - - - -	£. 131	11	1
Surplus on a consignment of specie from England - - - - -	-	5	-
		131	16 1
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	30,300	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Land and inland water transport - - - - -	£.-	3	8
Provisions; viz.			
Stoppages for rations - - - - -	£. 14,906	17	10
Other receipts - - - - -	1,688	2	7
		16,590	- 5
Forage - - - - -		3	8 4
		16,593	8 9
		16,593	12 5
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -		3	- -
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -		49	13 5
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -		1,546	3 5
To Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -		3	- -
To Ditto on account of the POST OFFICE - - - - -		2,178	4 1
To Ditto on account of CONTRIBUTION TOWARDS THE DEFENCE OF THE COLONY - - - - -		6,200	- -
	£.	181,481	5 11½

MAURITIUS.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	21,084	1	5½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	40,112	9	6
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills - - - - -	£. 1,010	5	7
Surplus in the Commissariat Chest - - - - -	-	10	9½
		1,010	16 4½
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	20,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Provisions; viz.			
Stoppages for rations - - - - -	£. 12,622	11	9
Other receipts - - - - -	1,673	5	11
		14,295	17 8
Fuel and light - - - - -		1	4 -
		14,297	1 8
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -		418	12 9
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -		14,034	17 8½
To Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -		34	- 3
To Ditto on account of the CUSTOMS - - - - -		126	16 3
To Ditto on account of the COLONIAL GOVERNMENT; viz.			
Repayment of colonial allowances to staff and regimental officers, depart- ments and others and contingencies - - - - -	£. 10,407	10	5

1845 to 31st March 1846.

MALTA.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.	£.	s.	d.
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.						
Pay of officers and established clerks	-	-	-	£. 1,882	16	9
Pay of extra clerks, storekeepers, &c.	-	£. 1,631	12 9			
Contingencies	-	-	56 19 11			
				1,688	12	8
Land and inland water transport	-	-	-	319	1	8
Provisions	-	-	14,017 6 - $\frac{3}{4}$			
Forage	-	-	768 16 1 $\frac{1}{2}$			
Fuel and light	-	-	1,758 10 6			
				16,544	12	8
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services	-			20,885	3	4
By Ditto on account of ARMY SERVICES; viz.				347	-	2
Effectives	-	-	-	46,948	2	8
Non-effectives	-	-	-	1,819	3	6 $\frac{1}{2}$
Chelsea pensions	-	-	-	496	4	5
By Ditto on account of ORDNANCE SERVICES; viz.						
Effectives	-	-	-	11,881	-	7
Non-effectives	-	-	-	115	17	10
By Ditto on account of NAVY SERVICES; viz.						
Effectives	-	-	-	78,511	-	-
Non-effectives	-	-	-	898	-	4
By BALANCE on 31st March 1846	-	-	-			
				£.	181,481	5 11 $\frac{1}{2}$

1845 to 31st March 1846.

MAURITIUS.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.	£.	s.	d.
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.						
Pay of officers and established clerks	-	-	-	£. 1,513	10	10
Pay of extra clerks, storekeepers, &c.	-	£. 992	12 6			
Contingencies	-	-	96 16 1			
				1,089	8	7
Land and inland water transport	-	-	-	648	3	1
Provisions	-	-	16,077 18 3			
Forage	-	-	149 13 4			
Fuel and light	-	-	840 8 8			
				17,068	-	3
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services	-			20,319	2	9
By Ditto on account of ARMY SERVICES; viz.				16	12	7
Effectives	-	-	-	41,935	14	1
Non-effectives	-	-	-	162	-	3
Chelsea pensions	-	-	-	703	18	6 $\frac{1}{2}$
By Ditto on account of ORDNANCE SERVICES; viz.						
Effectives	-	-	-	-	-	-
By Ditto on account of NAVY SERVICES; viz.						
Effectives	-	-	-	3,766	5	4
Non-effectives	-	-	-	10	14	-
By Ditto on account of the CUSTOMS	-	-	-			
By Ditto on account of the STIPENDIARY JUSTICES	-	-	-			
By Ditto on account of the COLONIAL GOVERNMENT; viz.						
Colonial allowances to staff and regimental officers, departments, and others, and contingencies	-	-	-	15,634	2	5
Provisions, forage, fuel, and light for the civil services of the colonial	-	-	-			
				3,776	19	4
				80	-	-
				4,428	7	3

MEXICO.

Period From 1st April

Dr.

Abstract of Sums received into and

	£.	s.	d.
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Contingencies - - - - -	41	8	11
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	349	10	2
	/		
	£.	390	19 1

NEWFOUNDLAND.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	4,786	19	5
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	7,604	-	1
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills - - - - -	42	-	7
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz.			
W. H. Robinson, Deputy Commissary General at Nova Scotia - - - - -	9,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Contingencies - - - - -	£. 46	13	11
Provisions; viz.			
Stoppages for rations - - - - -	£. 3,039	4	3
Other receipts - - - - -	102	10	2
	3,141	14	5
	3,188	8	4
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -	3	-	-
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	16	12	11
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	138	16	6
To Ditto on account of the CUSTOMS - - - - -	157	15	6
To " " POST OFFICE - - - - -	673	7	10
To " " STATIONERY OFFICE - - - - -	65	13	1

to 2d June 1845.

MEXICO.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By BALANCE on 1st April 1845 - - - - -	120	4	9
By LOSS ON MONEY TRANSACTIONS; viz.			
Loss by exchange - - - - -	25	7	5
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.			
T. Stickney, Assistant Commissary General at Bermuda - - - - -	173	2	3
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - -	£. 62	5	10
Contingencies - - - - -	-	7	10
	62	13	8
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	9	11	-
	£.	390	19 1

1845 to 31st March 1846.

NEWFOUNDLAND.

issued from the Commissariat Chest.

Dr.

	£.	s.	d.
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - -	£. 581	9	4
Pay of extra clerks, storekeepers, &c. - - - - -	£. 199	14	2
Contingencies - - - - -	130	3	6
	829	17	8
Land and inland water transport - - - - -	£. 159	13	-
Freight of specie - - - - -	12	10	-
	172	3	-
Provisions - - - - -	£. 3,307	16	11
Forage - - - - -	360	10	6
Fuel and light - - - - -	1,174	1	11
	4,842	9	4
	5,925	19	4
By Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	£. 9,608	1	4
Chelsea pensions - - - - -	574	4	11
	10,242	6	3
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	£. 4,593	13	3
Non-effectives - - - - -	55	-	-
	4,648	13	3
By Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	£. 491	4	2
Non-effectives - - - - -	200	-	-
	691	4	2

NEW SOUTH WALES.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	66,049	4	5
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	212,798	19	7
To PROFIT ON MONEY TRANSACTIONS; viz.			
Premium on negotiation of bills - - - - -	£. 35	13	-
Refund of an overcharge for discount on bills - - - - -	-	2	10
Anonymous payments into the Commissariat Chest - - - - -	42	-	-
		77	15 10
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	100,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz.			
G. Maclean, Deputy Commissary General in Van Diemen's Land - - - - -	142	5	3
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Contingencies - - - - -	-	2	19 11
Land and inland water transport - - - - -	-	-	6 6
Provisions; viz.:			
Stoppages for rations - - - - -	£. 8,841	10	-
Other receipts - - - - -	525	13	6
	9,367	3	6
Forage - - - - -	-	4	10 -
Fuel and light - - - - -	-	3	19 9
	9,375	13	8
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -	4	10	-
To Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - -	290	12	11
Non-effectives - - - - -	-	14	7
	291	7	6
To Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - -	1,583	18	-
To Ditto on account of NAVY SERVICES; viz.			
Effectives - - - - -	942	14	6
To Ditto on account of CONVICT SERVICES - - - - -	7,769	18	1
To Ditto on account of the COLONIAL GOVERNMENT - - - - -	10,402	16	1
To Ditto on LOAN from the BANK OF NEW SOUTH WALES - - - - -	4,384	12	1

1845 to 31st March 1846.

NEW SOUTH WALES.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By BILLS DRAWN ON THE LORDS OF THE TREASURY, cancelled - - - - -	103,095	15	5
By LOSS ON MONEY TRANSACTIONS; viz.			
Interest on loans from the Bank of New South Wales - - - - £. 953 14 -			
Loss by exchange on bills upon the French Government remitted to England in repayment of advances made in New South Wales - - - 191 10 1			
	1,145	4	1
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.			
G. Maclean, Deputy Commissary General in Van Diemen's Land - - 77,578 - -			
P. Turner, Deputy Assistant Commissary General in New Zealand - - 19,862 15 -			
	97,440	15	-
By payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.			
Pay of officers and established clerks - - - - £. 3,420 10 7			
Pay of extra clerks, storekeepers, &c. - 1,209 - 6			
Contingencies - - - - - 243 4 4			
	1,452	4	10
Land and inland water transport - - - - - 298 5 8			
Provisions - - - - - £. 33,065 6 3			
Forage - - - - - 1,390 7 7			
Fuel and light - - - - - 2,186 8 1			
	36,544	1	11
	41,715	2	7
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - 679 - 7			
	42,394	3	2
By Ditto on account of ARMY SERVICES; viz.			
Effectives - - - - - 37,249 4 3			
Non-effectives - - - - - 1,556 4 6			
Chelsea pensions - - - - - 4,550 15 9			
Commuted pensions - - - - - 290 12 8			
	43,646	16	9
By Ditto on account of ORDNANCE SERVICES; viz.			
Effectives - - - - - 10,913 16 6			
Non-effectives - - - - - 163 2 -			
	11,076	18	6
By ditto on account of NAVY SERVICES; viz.			
Effectives - - - - - 7,590 16 3			
Non-effectives - - - - - 2,458 19 9			
	10,049	16	-
By Ditto on account of the EXCISE - - - - - 9 4 7			
By Ditto on account of IRISH CONSTABULARY POLICE - - - - - 45 11 6			
By Ditto on account of the EAST INDIA COMPANY - - - - - 18,693 2 4			
By Ditto on account of CONVICT SERVICES; viz.			
Salaries, allowances, and contingencies of convict establishments - - 10,257 16 8			
Disbursements by the Ordnance storekeeper for buildings, &c. - - 1,192 17 3			
Transport and other Miscellaneous Disbursements - - - 6,566 18 7			
	18,017	12	6
By Ditto on account of the COLONIAL GOVERNMENT - - - - - 209 1 6			
By Ditto on account of the FRENCH GOVERNMENT - - - - - 6,635 16 11			
By Ditto on account of the NEW SOUTH WALES GOVERNMENT - - - - - 43,027 15 8			

NEW ZEALAND.

Period from 1st April 1845 to 31st March 1846 (including the

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	907	15	10
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	22,917	19	7
To PROFIT OF MONEY TRANSACTIONS; viz. Premium on negotiation of Bills - - - - -	108	16	3
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	15,900	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. The senior Commissariat Officer in New South Wales - - - - - G. Maclean, Deputy Commissary General in Van Diemen's Land - - - - - W. Maturin, Deputy Assistant Commissary General in South Australia - - - - -	20,332 2,000 7,000	12 - -	6 - -
	29,332	12	6
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Provisions; viz. Stoppages for rations - - - - - Other receipts - - - - -	3,025 301	5 13	- 10
	3,326	18	10
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	205	19	8
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	249	7	2
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	123	3	1
To Ditto on LOAN from the PROVINCIAL BANK OF NEW ZEALAND - - - - -	238	7	10
To DRAFTS OF SUB-ACCOUNTANTS, drawn within the period of this Account, remaining unpaid on 31st March 1846 - - - - -	700	1	7
	£.	74,020	2 4

NOVA SCOTIA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	23,361	11	5½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	97,670	3	9
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - - Surplus on a consignment of specie from England - - - - -	£. 747 -	18 3	- -
	748	1	-
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	10,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. W. Filder, Commissary General in Canada - - - - - F. E. Knowles, Deputy Commissary General in the West Indies - - - - -	833 833	6 6	8 8
	1,666	13	4
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - Provisions; viz. Stoppages for rations - - - - - Other receipts - - - - - Forage - - - - - Fuel and light - - - - -	- - £. 17,963 590 18,554 - 90	8 - 15 7 3 3½ 8 4½	- 6 - - - - -
	18,645	12	4
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -	18,646	-	10
	3	-	-
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - Non-effectives - - - - -	2,048 11	- 5	8 -
	2,059	5	8
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	1,544	5	3
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	22	-	9
To Ditto on account of the CUSTOMS - - - - -	64	15	2
To Ditto .. POST OFFICE - - - - -	467	11	2

Account for the month of December 1844, omitted in the last Return).

NEW ZEALAND.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.	£.	s.	d.
By Loss on MONEY TRANSACTIONS; viz.						
Discount on negotiation of bills	-	-	97 4 2			
Ditto on drafts drawn on the Senior Commissariat Officer in New South Wales	-	-	18 19 11			
				111	4	1
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.						
Pay of officers and established clerks	-	-	£. 507 1 6			
Pay of extra clerks, storekeepers, &c.	-	-	£. 160 8 2			
Allowances	-	-	43 4 -			
Contingencies	-	-	179 2 6			
			382 14 8			
Land and inland water transport	-	-	1,341 18 9			
Provisions	-	-	10,126 1 5½			
Forage	-	-	185 19 9			
Fuel and light	-	-	894 12 1½			
			11,906 13 4			
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services	-	-	13,438 8 3			
			162 18 10			
By Ditto on account of ARMY SERVICES; viz.				13,601	2	1
Effectives	-	-	15,420 15 3			
Non-effectives	-	-	40 - -			
Chelsea pensions	-	-	119 18 9			
				15,580	14	-
By Ditto on account of ORDNANCE SERVICES; viz.				4,894	2	3
Effectives	-	-	- - - -			
By Ditto on account of NAVY SERVICES; viz.						
Effectives	-	-	13,158 14 6			
Non-effectives	-	-	629 3 6			
				13,787	18	-
By Ditto on account of the EAST INDIA COMPANY	-	-	- - - -			
By Ditto on account of the CIVIL ESTABLISHMENT OF NEW ZEALAND	-	-	- - - -			
By Ditto on account of the COLONIAL GOVERNMENT; viz.				8,376	13	9
Loan from Commissariat Chest	-	-	- - - -			
				8,000	-	-
By Ditto on account of the PROVINCIAL BANK OF NEW ZEALAND; viz:						
Repayment of loan to Commissariat Chest	-	-	- - - -			
				288	10	7
By REMITTANCES in transit	-	-	- - - -			
				2,012	-	-
By BALANCE on 31st March 1846	-	-	- - - -			
				7,308	-	5
			£.	74,020	2	4

1845 to 31st March 1846.

NOVA SCOTIA.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.	£.	s.	d.
By payment of DRAFTS OF SUB-ACCOUNTANTS outstanding on 31st March 1845	-	-	92 10 -			
By Loss on MONEY TRANSACTIONS; viz.						
Fractions	-	-	- - - -			
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.						
W. Green, Assistant Commissary General at Newfoundland	-	-	£. 9,000 - -			
W. Filder, Commissary General in Canada	-	-	19 6 3			
F. E. Knowles, Deputy Commissary General in the West Indies	-	-	25 - -			
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.				9,041	6	3
Pay of officers and established clerks	-	-	£. 2,738 1 9			
Pay of extra clerks, storekeepers, &c.	-	-	£. 1,205 8 6			
Contingencies	-	-	514 12 7			
			1,720 1 1			
Land and inland water transport	-	-	829 3 10			
Provisions	-	-	13,679 15 9½			
Forage	-	-	871 2 4			
Fuel and light	-	-	4,571 5 -			
			19,122 3 1½			
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective services	-	-	24,409 9 9½			
			423 16 9			
By Ditto on account of ARMY SERVICES; viz.				24,833	6	6½
Effectives	-	-	54,869 11 7			
Non-effectives	-	-	1,612 14 5			
Chelsea pensions	-	-	5,736 14 9			
Commuted pensions	-	-	40 16 9			
				62,289	17	6
By Ditto on account of ORDNANCE SERVICES; viz.						
Effectives	-	-	29,455 9 4			
Non-effectives	-	-	642 12 3			
				30,098	1	7
By Ditto on account of NAVY SERVICES; viz.						
Effectives	-	-	10,781 15 4			
Non-effectives	-	-	1,758 7 3			
				12,499	2	7
By Ditto on account of IRISH CONSTABULARY POLICE	-	-	- - - -			
By Ditto " the CLERGY IN NORTH AMERICA	-	-	- - - -			
By Ditto " AMERICAN LOYALISTS	-	-	- - - -			
By Ditto " LOCAL PENSIONS	-	-	- - - -			
				3,130	1	-
				16	-	-
				13	4	4
				19,270	2	7½

ST. HELENA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	6,472	5	8½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	22,309	1	9
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - - £.264 11 7 Proceeds of sale of Commissariat Clerk Blachford's effects, for "Robbery of Chest, per Contra" - - - - - 17 15 -			
	282	6	7
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	10,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Contingencies - - - - - 6 6 Land and inland water transport - - - - - 7 9 Provisions; viz. Stoppages for rations - - - - - £.4,236 3 11 Other receipts - - - - - 744 6 2			
	4,198	10	1
Fuel and light - - - - - 26 - 2			
	5,006	10	3
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	5,007	4	6
	-	14	4
To Ditto on account of ORDNANCE SERVICES, viz. Effectives - - - - -	286	9	8
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	12	15	6
To Ditto on account of the CUSTOMS - - - - -	144	11	-
To " CAPTURED SLAVING VESSELS - - - - -	494	6	9
To Ditto on account of the CIVIL ESTABLISHMENT OF ST. HELENA; viz. Revenue paid in by the Colonial Treasurer - - - - -	15,237	18	8
To Ditto on account of LIBERATED AFRICANS - - - - -		1	16 -
	£. 60,249	10	5½

SIERRA LEONE.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	5,885	18	3
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	22,001	19	8
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - -		1	-
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	8,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. F. E. Knowles, Deputy Commissary General in the West Indies - - - - - £.275 6 11 H. J. Wild, Deputy Commissary General at Jamaica - - - - - 180 - - The Senior Commissariat Officer at the Gold Coast - - - - - 167 19 8			
	623	6	7
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Contingencies - - - - - 1 19 7 Provisions; viz. Stoppages for rations - - - - - £.1,847 17 3 Other receipts - - - - - 170 4 3			
	2,018	1	6
Fuel and light - - - - - 7 8 8			
	2,025	10	2
To Ditto on account of the EFFECTS OF DECEASED COMMISSARIAT OFFICERS - - - - -	2,027	2	9
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - 521 4 9 Chelsea pensions - - - - - 4 10 4			
	525	15	1
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	56	2	9
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	980	10	11
To Ditto on account of the CUSTOMS - - - - -	25	15	11
To " CAPTURED SLAVING VESSELS - - - - -	9,433	12	10
To " LIBERATED AFRICANS - - - - -	914	4	6

1845 to 31st March 1846.

ST. HELENA.

issued from the Commissariat Chest.

Cr.

		£.	s.	d.
By Loss ON MONEY TRANSACTIONS; viz.				
Discount on negotiation of bills -	- - - - -	£.	31	10 -
Robbery of the chest by Commissariat Clerk Blachford -	- - - - -	700	6	2½
				721 16 2½
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.				
Pay of officers and established clerks -	- - - - -	256	18	4
Pay of extra clerks, storekeepers, &c. -	- - - - -	£.	725	13 4
Allowances -	- - - - -	54	15	-
Contingencies -	- - - - -	51	13	9
				832 1 6
Land and inland water transport -	- - - - -	284	7	1
Provisions -	- - - - -	4,882	4	7
Forage -	- - - - -	800	-	9
Fuel and light -	- - - - -	593	7	8
				5,975 13 -
By Ditto on account of ARMY SERVICES; viz.				6,648 19 11
Effectives -	- - - - -	9,989	6	10
Chelsea pensions -	- - - - -	27	9	-
By Ditto on account of ORDNANCE SERVICES; viz.				10,016 14 10
Effectives -	- - - - -	-	-	5,496 10 3
By Ditto on account of NAVY SERVICES; viz.				
Effectives -	- - - - -	5,556	11	6
Non-effectives -	- - - - -	88	11	9
				5,645 3 3
By Ditto on account of the EAST INDIA COMPANY -	- - - - -	-	-	2,919 18 11
By Ditto on account of the CIVIL ESTABLISHMENT OF ST. HELENA; viz.				
Drafts of the Colonial Treasurer -	- - - - -	20,486	8	9
St. Helena pensions -	- - - - -	56	5	-
				20,542 13 9
By Ditto on account of LIBERATED AFRICANS -	- - - - -	-	-	1,224 19 4
By BALANCE on 31st March 1846 -	- - - - -	-	-	7,032 14 -
		£.	60,249	10 5½

1845 to 31st March 1846.

SIERRA LEONE.

issued from the Commissariat Chest.

Cr.

		£.	s.	d.
By Loss ON MONEY TRANSACTIONS; viz.				
Fractions -	- - - - -	-	-	4
By CONSIGNMENTS OF SPECIE TO ENGLAND -	- - - - -	294	11	1
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz.				
R. Ross, Deputy Assistant Commissary General at the Gold Coast -	- - - - -	11	1	6
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz.				
Pay of officers and established clerks -	- - - - -	£.	729	11 3
Pay of extra clerks, storekeepers, &c. -	- - - - -	£.	349	12 10
Allowances -	- - - - -	90	17	-
Contingencies -	- - - - -	22	14	11
				463 4 9
Land and inland water transport -	- - - - -	42	14	8
Provisions -	- - - - -	2,438	-	9
Forage -	- - - - -	890	5	-
Fuel and light -	- - - - -	890	10	3
				3,598 16 -
By Ditto on account of ARMY SERVICES; viz.				4,834 6 8
Effectives -	- - - - -	7,583	1	11
Chelsea pensions -	- - - - -	3,776	2	-
By Ditto on account of ORDNANCE SERVICES; viz.				11,309 3 11
Effectives -	- - - - -	-	-	1,262 17 8
By Ditto on account of NAVY SERVICES; viz.				
Effectives -	- - - - -	-	-	18,358 6 7
By Ditto on account of LIBERATED AFRICANS -	- - - - -	-	-	8,062 13 9
By Ditto on account of the COLONIAL GOVERNMENT; viz.				
Repayment of loan from the Colonial Chest -	- - - - -	6,000	-	-
By Ditto on account of FOREIGN SEAMEN CAPTURED IN SLAVING VESSELS; viz.				
Maintenance and treatment in hospital -	- - - - -	35	3	1
By BALANCE on 31st March 1846 -	- - - - -	6,349	8	2
		£.	56,517	12 9

SOUTH AUSTRALIA.

Period from 1st April 1845 to 31st March 1846 (including the Account

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	915	11	11½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	968	15	-
To PROFIT ON MONEY TRANSACTIONS; viz. Interest on deposits in the Bank of Australia - - - - -	1	-	7
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	2,000	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Provisions; viz. Stoppages for rations - - - - - £. 763 1 8 Other receipts - - - - - 6 - -	769	1	8
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	3	6	8
To Ditto on account of ORDNANCE SERVICES; viz. Non-effectives - - - - -	61	9	6
To Ditto on Account of the COLONIAL GOVERNMENT; viz. Repayment of advance in England to the Agent General of South Australia on account of the Land Fund - - - - - £. 1,000 - - Ditto - - - ditto - - - for Emigration Services - - - 5,000 - - Balance of debt due by the Local Government to the Commissariat Chest - - 1,780 19 3 Loan from the Colonial Chest - - - - - 400 - -	8,190	19	3
	£	12,910	4 7½

VAN DIEMEN'S LAND.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	28,758	6	11
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	93,072	1	8
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of bills - - - - - £. 284 18 11 Repayment of discount on bills negotiated for the service of the Colonial Govern- ment - - - - - 76 2 10	311	1	9
To CONSIGNMENT OF SPECIE FROM ENGLAND - - - - -	100,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. T. W. Ramsay, Deputy Commissary General in New South Wales - - - - -	77,379	6	5
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - - 6 9 Land and inland water transport - - - - - - 7 6 Provisions; viz. Stoppages for rations - - - - - £. 18,466 2 4 Other receipts - - - - - 372 16 7	18,838	18	11
	18,839	18	2
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -	3	-	-
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - 913 8 3 Non-effectives - - - - - 10 - -	923	8	3
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	776	4	2
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	1,063	17	8
To Ditto on account of the CUSTOMS - - - - -	143	17	2
To " CONVICT SERVICE - - - - -	19,525	14	11
To " COLONIAL GOVERNMENT - - - - -	1,823	19	9
To " LOAN FROM LOCAL B NKS - - - - -	11,639	1	5
	£	354,264	13 3

for the Month of February 1845, omitted in the last Return).
issued from the Commissariat Chest.

SOUTH AUSTRALIA. Cr.

	£.	s.	d.
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz. P. Turner, Deputy Assistant Commissary General in New Zealand - - - - -	7,000	-	-
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 228 17 11 Pay of extra clerks, storekeepers, &c. - - - - - £. 117 10 8 Contingencies - - - - - 22 - 10			
	139	11	1
Land and inland water transport - - - - -	4	12	2
Provisions - - - - -	756	16	11
Forage - - - - -	184	2	4 ½
Fuel and light - - - - -	137	9	1
	1,028	8	4 ½
By Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	2,621	2	2
Non-effectives - - - - -	79	14	6
Chelsea pensions - - - - -	339	19	4
	3,040	16	-
By Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	646	19	7
By Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	33	14	6
Non-effectives - - - - -	62	4	-
	95	18	6
By Ditto on account of the IRISH CONSTABULARY POLICE - - - - -	10	-	-
By " EAST INDIA COMPANY - - - - -	18	18	9
By " EXPEDITION FOR EXPLORING CENTRAL AUSTRALIA - - - - -	492	19	4
By BALANCE on 31st March 1846 - - - - -	208	7	11
	£.	12,910	4 7 ½

1845 to 31st March 1846.

VAN DIEMEN'S LAND.

issued from the Commissariat Chest.

Cr.

	£.	s.	d.
By LOSS ON MONEY TRANSACTIONS; viz. Discount on negotiation of bills - - - - - £. 686 4 7 Interest on loans from local banks - - - - - 19 18 5			
	706	3	-
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS; viz. T. W. Ramsay, Deputy Commissary General in New South Wales - - - - - 601 10 3 P. Turner, Deputy Assistant Commissary General in New Zealand - - - - - 2,036 6 6 W. H. Drake, Deputy Assistant Commissary General in Western Australia - - - - - 4,000 - - F. E. Knowles, Deputy Commissary General in the West Indies - - - - - 209 19 8			
	6,847	16	5
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 4,969 11 5 Pay of extra clerks, storekeepers, &c. - - - - - £. 3,023 7 11 Contingencies - - - - - 227 18 9			
	3,251	1	8
Land and inland water transport - - - - -	730	6	6
Provisions - - - - -	101,688	3	4
Forage - - - - -	1,048	4	2
Fuel and light - - - - -	5,397	18	8
	108,134	1	2
	117,075	-	8
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -	250	11	7
By Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	53,134	1	3
Non-effectives - - - - -	2,225	4	8
Chelsea pensions - - - - -	445	9	7
	55,804	15	6
By Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	15,527	10	4
Non-effectives - - - - -	262	19	7
	15,790	9	11
By Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	1,447	15	1
Non-effectives - - - - -	803	14	5
	2,251	9	6
By Ditto on account of the EAST INDIA COMPANY - - - - -	172	17	6
By Ditto on account of CONVICT SERVICES; viz. Salaries, allowances, and contingencies of convict establishments - - - - - 64,040 10 4 Disbursements by Ordnance storekeeper, for buildings, &c. - - - - - 6,485 7 - Transport and other miscellaneous disbursements - - - - - 9,478 8 6			
	80,004	5	10
By Ditto on account of the MAGNETIC OBSERVATORY - - - - -	-	2	6
By " CONCORDATUM FUND, IRELAND - - - - -	9	4	7
By " COLONIAL GOVERNMENT OF WESTERN AUSTRALIA - - - - -	100	-	-
By Ditto on account of the LOCAL BANKS; viz.			

WESTERN AUSTRALIA.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	3,098	17	4
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	7,962	13	7
To PROFIT ON MONEY TRANSACTIONS; viz. Fractions - - - - -	-	1	-
To CONSIGNMENTS OF SPECIE FROM ENGLAND - - - - -	3,000	-	-
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. G. Maclean, Deputy Commissary General in Van Diemen's Land - - - - -	4,025	-	-
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. 3 18 2 Contingences - - - - - 1 15 - Land and inland water transport - - - - - - 10 - Provisions; viz. Stoppages for rations - - - - - £. 1,123 15 11 Other receipts - - - - - 526 15 10	1,650	11	9
	1,656	14	11
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - -	475	17	4
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	7	3	2
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	66	-	-
To Ditto on account of the SETTLEMENT OF WESTERN AUSTRALIA - - - - -	109	14	6
	£.	20,377	1 10

WEST INDIES.

Period from 1st April

Dr.

ABSTRACT of Sums received into and

	£.	s.	d.
To BALANCE on 1st April 1845 - - - - -	146,204	8	9½
To BILLS DRAWN ON THE LORDS OF THE TREASURY - - - - -	177,945	12	4
To PROFIT ON MONEY TRANSACTIONS; viz. Premium on negotiation of Bills - - - - -	506	15	7
To IMPRESTS FROM OTHER COMMISSARIAT ACCOUNTANTS; viz. W. Filder, Commissary General in Canada - - - - - £. 85 - - T. Stickney, Assistant Commissary General in Mexico - - - - - 83 6 8	168	6	8
To Receipts on account of COMMISSARIAT VOTE, No. 1, for Effective Services; viz. Pay of officers and established clerks - - - - - £. - - 2 Allowances - - - - - £. - 4 6 Contingencies - - - - - 16 3 - Land and inland water transport - - - - - 16 7 6 Provisions; viz. Stoppages for rations - - - £. 28,447 7 5 Other receipts - - - - - 3,068 14 -¼ Forage - - - - - 31,516 1 5¼ Fuel and light - - - - - 13 16 11 24 2 11¼	31,554	1	3¼
	31,727	4	10½
To Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -	-	14	8
To Ditto on account of STAMP DUTIES paid in England on Commissariat Commissions - - - - -	31,727	19	6½
	3	-	-
To Ditto on account of ARMY SERVICES; viz. Effectives - - - - - 1,267 7 11 Chelsea pensions - - - - - 15 1 -	1,282	8	11
To Ditto on account of ORDNANCE SERVICES; viz. Effectives - - - - -	5,414	5	6
To Ditto on account of NAVY SERVICES; viz. Effectives - - - - -	128	9	10
To Ditto on account of the CUSTOMS - - - - -	887	18	1

1845 to 31st March 1846.

WESTERN AUSTRALIA.

issued from the Commissariat Chest.

Cr.

	£	s	d.
By Payment of DRAFTS OF SUB-ACCOUNTANTS, outstanding on 31st March 1845 - - - - -	130	-	-
By LOSS ON MONEY TRANSACTIONS: viz.			
Discount on negotiation of bills - - - - -	£ 113	15	-
Fractions - - - - -	-	-	10
			113 15 10
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services: viz.			
Pay of officers and established clerks - - - - -	530	14	4
Pay of extra clerks, storekeepers, &c. - - - - -	£ 290	7	2
Contingencies - - - - -	137	10	1
	436	17	3
Land and inland water transport - - - - -	324	17	6
Provisions - - - - -	1,657	-	10
Forage - - - - -	340	2	6
Fuel and light - - - - -	227	4	11
	2,193	8	3
By Ditto on account of ARMY SERVICES: viz.			3,415 17 4
Effectives - - - - -	4,347	19	2
Non-effectives - - - - -	292	6	9
Chelsea pensions - - - - -	61	16	-
			4,702 1 11
By Ditto on account of ORDNANCE SERVICES: viz.			
Effectives - - - - -	-	-	-
			786 4 3
By Ditto on account of NAVY SERVICES: viz.			
Effectives - - - - -	77	10	4
Non-effectives - - - - -	695	3	-
			772 13 4
By Ditto on account of CONVICT SERVICES: viz.			
Juvenile emigrants from Parkhurst - - - - -	-	-	-
			128 18 11
By Ditto on account of the SETTLEMENT OF WESTERN AUSTRALIA			7,510 19 3
By " COLONIAL GOVERNMENT - - - - -			76 1 6
By BALANCE on 31st March 1846 - - - - -			2,730 9 6
	£	20,377	1 10

1845 to 31st March 1846.

WEST INDIES.

issued from the Commissariat Chest.

Cr.

	£	s	d.
By Payment of DRAFTS OF SUB-ACCOUNTANTS, outstanding on 31st March 1845 - - - - -	31	12	6
By LOSS ON MONEY TRANSACTIONS: viz.			
Discount on negotiation of bills - - - - -	110	15	3½
By IMPRESTS TO OTHER COMMISSARIAT ACCOUNTANTS: viz.			
W. H. Robinson, Deputy Commissary General in Nova Scotia - - - - -	£ 833	6	8
T. Graham, Assistant Commissary General at Sierra Leone - - - - -	86	7	3
			919 13 11
By Payments on account of COMMISSARIAT VOTE, No. 1, for Effective Services: viz.			
Pay of officers and established clerks - - - - -	£ 8,576	8	5
Pay of extra clerks, storekeepers, &c. - - - - -	£ 5,830	10	8
Allowances - - - - -	1,346	14	-
Contingencies - - - - -	1,130	9	6½
	8,307	14	2½
Land and inland water transport - - - - -	4,700	18	6
Freight of specie - - - - -	7	18	4
	4,708	16	10
Provisions - - - - -	49,408	9	5½
Forage - - - - -	5,963	-	10
Fuel and light - - - - -	4,373	15	-
	59,823	5	3½
	81,418	4	9½
By Ditto on account of COMMISSARIAT VOTE, No. 2, for Non-effective Services - - - - -	443	9	5
By Ditto on account of ARMY SERVICES: viz.			81,861 14 2½
Effectives - - - - -	104,603	6	8
Non-effectives - - - - -	149	14	2
Chelsea pensions - - - - -	5,549	14	1½
			110,302 14 11½
By Ditto on account of ORDNANCE SERVICES: viz.			
Effectives - - - - -	43,553	9	1
Non-effectives - - - - -	323	4	2
			43,876 13 3
By Ditto on account of NAVY SERVICES: viz.			
Effectives - - - - -	7,563	14	11
Non-effectives - - - - -	188	11	3½
			7,752 6 2½
By Ditto on account of STIPENDIARY JUSTICES - - - - -			23,955 9 8
By " LIBERATED AFRICANS - - - - -			367 9 7
By BALANCE on 31st March 1846 - - - - -			90,491 18 -½
	£	368,670	7 7½

1

OF THE

OF THE

THE SEVERAL

FROM

1 APRIL 1845 TO 31 MARCH 1846.

~~_____~~

Under 8 oz.

COMMISSARIAT.

1845-6.

RETURN to an ORDER of the Honourable The House of Commons,
dated 31 March 1847;—*for*,

AN ACCOUNT “OF THE RECEIPT AND EXPENDITURE FOR

“COMMISSARIAT SERVICES,

“IN THE YEAR ENDED THE 31ST DAY OF MARCH 1846.”

(*Mr. Tufnell.*)

Ordered, by The House of Commons, to be Printed,
31 March 1847.

ACCOUNT of the RECEIPT and EXPENDITURE for

	£.	s.	d.	£.	s.	d.
TO Amount of the Grants for Commissariat Effective Services for the Year 1845-6 - -	361,805	-	-			
Less, Amount included therein to cover Excess of Expenditure for Effective Services beyond the Grants for 1843-4, and accounted for in the Balance Sheet of that Year -	16,718	16	-			
	£. 345,086	4	-			
Add, Net Premium obtained in 1843-4 on the Negotiation of Bills drawn upon the Treasury, credited on the Estimates for 1845-6 in aid of the Grants -	41,469	2	7			
Applicable to Effective Services for the Year } 1845-6, as detailed per Contra - - - }				386,555	6	7
To Amount of the Grant for Commissariat Non-effective Services for the Year 1845-6, as detailed per Contra - - - - -	47,828	-	-			
Less, Amount included therein to cover Excess of Expenditure for Non-effective Services, beyond the Grant for 1843-4, and accounted for in the Balance Sheet of that Year - - - - -	1,472	2	2			
				45,855	17	10
				£. 432,411	4	5

Note.—The sum of 4,706 l. 4 s. 9 d. was realized in the course of the year 1845 2 of the 1845-6

COMMISSARIAT SERVICES, in the Year ended 31 March 1846.

BY Expenditure in the Year 1845-6, under the following Heads; viz.

	EXPENDITURE.	GRANTS.	DIFFERENCES.		Causes of Excess of Expenditure beyond the Sums Voted.
			LESS than Voted.	MORE than Voted.	
1.—FOR EFFECTIVE SERVICES :	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Pay and Contingencies of the Commissariat Branch at the Treasury -	4,203 6 -	4,242 1 -	38 15 -	—	
Pay of the Officers and established Clerks of the Commissariat abroad	52,728 6 1	53,469 7 2	(¹) 741 1 1	—	(¹) Occasioned by the transfer of the boat establishments (for transport) from the military departments abroad to the Commissariat, by which a considerable saving has been effected; also, by the necessity for employing civilian issuers and labourers in lieu of military fatigue men; and by increase of bakery establishment at Bermuda for the supply of the navy.
Pay of Extra Clerks, Storekeepers, Issuers, Conductors, Bakers, Artificers, and others - - - -	39,591 9 11	36,513 18 2	- - -	(¹) 8,077 11 9	
Allowances for black servants, barrel bulk, &c. - - - -	4,388 11 7	5,078 - 8	(¹) 689 8 8	—	
Contingencies, Miscellaneous Purchases, Postages, Advertisements, Printing, extra Labour, Travelling Expenses, and Miscellaneous Payments - - - -	9,442 4 1	12,779 - -	3,336 15 11	—	
Land and Inland Water Transport -	58,025 17 11	53,045 - -	19 2 1	—	
Freight of Specie - - - -	5,444 4 2	7,000 - -	1,555 15 10	—	
Cost of Provisions £. 344,019 8 4					
Less, Stoppages 278,588 12 -					
	65,430 16 4	88,773 - -	23,342 3 8	—	
Cost of Forage - - - -	57,533 18 8	66,700 - -	9,166 1 4	—	
Cost of Fuel and Light - - -	50,285 4 4	57,900 - -	7,614 15 8	—	
Commutation of Half Pay - -	- - -	1,055 - -	1,055 - -	—	
TOTALS for Effective Services - £.	342,073 19 1	386,555 6 7	47,558 19 3	3,077 11 9	
2. FOR NON-EFFECTIVE SERVICES :					
Half Pay - - - -	30,878 6 1	32,392 - -	1,513 13 11	—	
Retired Full Pay, Compensation, and Superannuation Allowances - -	6,111 12 1	6,373 7 10	261 15 9	—	
Widows' Pensions - - - -	6,136 8 1	6,290 - -	153 11 11	—	
Compassionate Allowances - -	899 - -	800 10 -	- - -	98 10 -	
TOTALS for Effective and Non-Effective Services } £.	386,099 5 4	432,411 4 5	49,488 - 10	3,176 1 9	
By Balance unexpended, to be declared available as "Ways and Means" -	46,311 19 1				
£.	432,411 4 5				

COMMISSARIAT.
1846-6.

RECEIPT AND EXPENDITURE

FOR

COMMISSARIAT SERVICES,

IN THE YEAR ENDED
31 MARCH 1846.

(Mr. Tyndall.)

Ordered by The House of Commons, to be Printed,
31 March 1847.

253-1.

Under 1 oz.

A R M Y.

RETURN to an Order of the Honourable The House of Commons,
dated 10 May 1847 ;—for,

A COPY “of the WARRANT dated the 1st day of May 1846, by which an improved Retirement was granted to QUARTERMASTERS and VETERINARY SURGEONS.”

“RETURNS of the Number of QUARTERMASTERS and VETERINARY SURGEONS who had been placed on that Retired Improvement, specifying the Number of Years' Service, the Amount of their Full Pay at the time of Retirement, and the Amount of their Retired Pay.”

“Of MEDICAL OFFICERS and of SURGEONS and PAYMASTERS of Regiments whose Services exceed Thirty Years; specifying the Amount of their Full Pay and Allowances, and the Amount of Retired Pay awarded to these by the Warrant of May 1846.”

WARRANT regulating the Grants of UNATTACHED PAY, RETIRED FULL PAY,
and HALF PAY.

Dated 1st May 1846.

VICTORIA R.

WHEREAS We have judged it expedient to revise, amend and consolidate the rules, orders and regulations which have from time to time been established for granting Unattached Pay and other rates of Pay to General Officers, and Retired Full Pay and Half Pay to Officers of Our Army: Our will and pleasure is, that from and after the date hereof this Our Warrant shall be considered the sole authority upon this subject.

Unattached Pay and other Rates of Pay to General Officers.

The number of General Officers, upon *unattached* pay of one pound five shillings a day, not being in command of regiments, is limited to an establishment of *one hundred and twenty* General Officers.

The vacancies which may from time to time occur in this limited establishment will be filled up by the General Officers recommended to Us by the Commander in-Chief.

General Officers, being Colonels of Regiments, in the event of their regiments being reduced, may be placed in the first instance as supernumeraries in the said establishment, but are to fall into the vacancies that may occur thereupon.

All officers promoted to be General Officers shall, whether on full pay or half pay at the time of promotion, receive unattached pay, at the rate of four hundred pounds per annum, or if Lieutenant-colonels (of Cavalry, the net full pay of that rank, until elected to the establishment of unattached pay, at one pound five shillings a day, or appointed to be Colonels of Regiments, provided such officers shall have actually served upwards of *six years* with the rank of *Regimental* Major or Lieutenant-colonel, either with a regiment or in some other military capacity in the public service; or, having obtained the rank of Regimental Field Officer, had been obliged to go upon half pay on account of reduction, or in consequence of ill health contracted in the service, as established by the report of a Board of Medical Officers, or in consequence of wounds received in action before he had served the six years above prescribed.

To the limitations contained in the preceding Article, the following exceptions only will be admitted. In these cases the insufficiency of service as Regimental Field Officer, above alluded to, will not render an officer ineligible for the 400*l.* per annum :—

Appointment as Major-General *on the staff*.

Previous selection for a distinguished service pension.

Previous appointment to a military government.

The deficient time of service as a Regimental Field Officer may be supplied by the completion of the requisite period in the staff appointment of—

Assistant Adjutant-General ;

Assistant Quartermaster-General :

RETURN RELATIVE TO RETIRED PAY

The benefit of this pay shall not be extended to any General Officer, who, when he last went upon half pay, had received the difference; nor to any officer who went upon half pay at his own request in time of war, after having obtained the Brevet Rank of Lieutenant-colonel; nor to any officer who went upon half pay at his own request in time of peace before he had served six years with the rank of Regimental Field Officer.

Officers thus situated shall continue to receive the half pay only of which they were in the receipt at the time of their promotion to be General Officers.

Officers removed from their commissions as Field Officers, in Regiments of Foot Guards, in consequence of being promoted to be General Officers, shall receive unattached pay, according to the following scale; viz.—

Lieutenant-Colonel	-	-	-	-	£. 600 per annum.
Major	-	-	-	-	550 „

Retired Full Pay.

A limited establishment of Retired Full Pay shall be formed and kept up according to the following scale:—

20 Lieutenant-colonels, at 17 s. a day each.

20 Majors - - - 16 s. „

115 Captains, whereof a number not exceeding 45, may be Brevet Field Officers at 13 s. 7 d. a day each; and the remainder, Captains, at 11 s. 7 d. a day each. Captains on the retired list, at a lower rate of pay, are not to be transferred to the new scale, except on the special recommendation of the Commander-in-Chief.

The officers to be selected for this retired establishment shall be recommended to us by the Commander-in-Chief, and they shall be appointed thereto according to their regimental, and not according to their brevet rank, but they shall not thereby obtain any additional rank, nor can they be further promoted.

Officers hereafter appointed to Veteran Battalions shall not, on their retirement therefrom, acquire any claim to *full retired pay*, but, upon reduction, shall be liable to be placed upon half pay under the same regulations as officers reduced from Regiments of the Line.

Temporary Allowance in the nature of Half Pay.

An officer having served less than three years, will, if *reduced*, receive only a *temporary allowance* of half pay, according to the following scale:—

Services on Full Pay.					Temporary Allowance.
Under 1 year	-	-	-	-	for 1 year.
1 and under 2 years	-	-	-	-	2 „
2 „ 3 „	-	-	-	-	3 „

The *temporary allowance* shall cease at the termination of the above-recited periods, or previously, if the officer shall have been previously replaced on full pay.

But an officer on *temporary* half pay shall be eligible to be appointed to a *full-pay* commission, either by exchange or otherwise, provided his appointment shall take place within *five* years after he has ceased to receive *temporary* half pay, in which case his former service shall be allowed to reckon.

The exchange to full pay, under the preceding article, may be made with a full-pay officer entitled to half pay.

If an officer who has been reduced with only a *temporary allowance* shall have purchased his commission, he may receive the regulated price thereof from the public through the Secretary at War, the public shall be reimbursed by the sale of a first full-pay commission, which would otherwise have been conferred without purchase: but these sales shall not be required in any greater proportion than one for every two such reductions.

Half Pay.

The half pay of the army is a remuneration for past military services, and also an obligation on the part of the officer to return to his military duties whenever called upon; and any officer not obeying the call is liable to forfeit his half pay.

An officer having actually done duty in some regiment or corps, or in some other military capacity in the public service for a period of at least three years, shall be entitled to be placed on the half-pay establishment on *reduction* from full pay.

No garrison commission or appointment shall give an officer any claim to half pay on retirement.

An officer who applies to retire upon half pay on the ground of ill health, must, if stationed in or near London or Dublin, be examined by the principal officers of the Army Medical Departments in those cities; and if stationed elsewhere, by a Board of Medical Officers, agreeably to the provisions of the Articles of War; the result of such examination to be forwarded to the Commander-in-Chief and Our Secretary at War. If such examination shall not take place, the officer will be considered to have retired upon half pay for his own convenience.

The residence of the half-pay officer is to be stated every quarter in his declaration, whether his half pay be received by an agent or by himself.

No officer on half pay shall, of right, have a claim to sell or commute his half pay; the permission shall be governed by such a consideration of the individual case as the Commander-in-Chief and Secretary at War may think proper to recommend to Us.

If a subaltern officer whose service confers a claim to half pay be desirous of retiring from the army by the sale of his commission, the following rules shall be observed:—

1. If he purchased his commission the regulated price may be granted (whether he should be receiving half pay, or a temporary allowance of the nature of half pay).

2. If he did not purchase his commission, and had served, if a Lieutenant, seven years on full pay in the army, or an Ensign or Cornet six years on full pay, he may receive the new price of his commission in either rank.

3. But if had served on full pay for a period between seven, or six and four years, he should be entitled to the old price only of his commission.

4. If he should retire after a service of more than three and less than four years' duration, at his own request, and not on account of ill health or wounds, he shall be entitled to receive half the price of his commission at the new rate.

5. If a non-commissioned officer shall have been promoted to the rank of an Ensign, or Cornet, or Adjutant, he shall not have a claim to retire, by the sale of his commission, unless he shall have served in the army, as an officer on full pay, upwards of one year, in which case he may be awarded the full price of the commission, which he shall have received without purchase, or such portion thereof as shall be deemed proper by the Commander-in-Chief and the Secretary at War.

An officer of any of the under-mentioned ranks, having entered the service since the termination of the war in 1815, and having been permitted to exchange to half pay, not on account of ill health, but for his private convenience, before he had served seven years on full pay, shall be allowed only the old rate of half pay specified in the following Schedule:

	CAVALRY.		INFANTRY.	
	New Rate.		New Rate.	
	Old Rate.		Old Rate.	
	Per Diem.	Per Diem.	Per Diem.	Per Diem.
	s. d.	s. d.	s. d.	s. d.
Colonel - - - - -	15 6	13 -	14 6	12 -
Lieutenant-colonel - - - - -	12 6	10 -	11 -	8 6
Major - - - - -	10 -	8 -	9 6	7 6
Captain - - - - -	7 6	5 6	7 -	5 -
Ditto of Infantry having superior Brevet rank, and provided he shall have served as Captain on full pay for at least two years immediately before retirement to half pay - - - - -	- -	- -	8 -	-
Lieutenant - - - - -	4 8	3 -	4 -	2 4
Ditto of Infantry, if commissioned seven years as a Lieutenant in the regular army, at the date of being placed upon half pay - - - - -	- -	- -	4 6	-
Ditto of Cavalry of five years' standing, if entitled to reckon two years for the battle of Waterloo - -	5 2	-	-	-
Cornet - - - - -	3 6	2 6	-	-
Second Lieutenant and Ensign - - - - -	- -	- -	3 -	1 10
Adjutant, if not commissioned as Lieutenant - -	4 -	4 -	4 -	4 -

If the retirement should be for the public convenience by reduction or otherwise or

RETURN RELATIVE TO RETIRED PAY

be promoted to the unattached rank and half pay of a Lieutenant-colonel of Infantry; in like manner, for every three vacancies on the retired list, or on the British half pay, in the rank of Major, one Captain may be promoted from the full pay; and for every three vacancies in the rank of Captain, one Lieutenant may be promoted from the full pay to the unattached rank and half pay of a Captain of Infantry.

The officers so promoted under this regulation shall retain their claims to pensions for their widows at the rates accorded to their new ranks.

The vacancies which these promotions will create on the full pay, shall be in all cases filled from the half-pay list.

In order to make a better provision for officers of long and meritorious service, a limited number, twenty, Regimental Lieutenant-colonels shall receive an allowance of £.100 a year each, in addition to the half pay assigned to them by the Schedule annexed to the Article.

The officer to be selected for this special provision shall be recommended to Us by the General Commanding-in-Chief from those Lieutenant-colonels having the Brevet rank of Colonel, who have retired or may retire to half pay after thirty years' service upon full pay. But this additional rate will not be allowed to any officer who received the difference when he retired upon half pay, and the officer will cease to receive the allowance when he shall cease to receive half pay.

Medical Officers.

The rate of half pay for a Medical Officer of the Army, shall, in every case, be determined by the service which he may have rendered upon full pay, and the circumstances under which he may be placed upon half pay.

If a Medical Officer shall be placed upon half pay by *reduction* of establishment, he shall be allowed the half pay to which his services may entitle him, according to the following Schedule:

Rank of Reduced Medical Officers.	Rates of Half Pay after a Service on Full Pay of				
	30 Years.	25, but under 30 Years.	20, but under 25 Years.	10, but under 20 Years.	Less than 10 Years.
	Per Diem.	Per Diem.	Per Diem.	Per Diem.	Per Diem.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Inspector-General of Hospitals - - - -	1 10 -	1 5 -	1 - -	-	-
Deputy Inspector-General of Hospitals - - - -	1 - -	- 17 -	- 14 -	- 10 6	- 8 -
Staff Surgeon - - - -	- 17 -	- 15 -	- 12 6	- 10 -	- 7 6
Regimental Surgeon and Staff Surgeon, 2d Class - -	- 15 -	- 13 -	- 11 -	- 8 6	- 6 -
Assistant Surgeon - - -	- 7 6	- 7 -	- 6 -	- 5 -	- 4 -

If a Medical Officer shall be placed upon half pay from any other cause than reduction of establishment, he shall be allowed the half pay to which his services may entitle him according to the following Schedule:—

Rank of Retired Medical Officers.	Rates of Half Pay after a Service on Full Pay of				
	30 Years.	25, but under 30 Years.	20, but under 25 Years.	10, but under 20 Years.	Less than 10 Years.
	Per Diem.	Per Diem.	Per Diem.	Per Diem.	Per Diem.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Inspector-General of Hospitals - - - -	1 - -	- 15 -	- 12 -	-	-
Deputy Inspector-General of Hospitals - - - -	- 18 -	- 14 -	- 10 -	- 8 -	- 7 -

Every Medical Officer who may have served upon *full pay* for 25 years and upwards, shall have the right to retire upon half pay, and may be recommended for the rate assigned to his rank and service in the Schedule annexed to Art. 35, provided he shall have served three years in the rank from which he retires; but if he shall not have served three years in such rank, he shall receive only the rate attached to the rank from which he was last promoted.

If a Medical Officer shall have served 30 years on full pay, including three in the rank from which he retires, or not having served such three years, shall have served ten in the colonies, or five with an army in the field, in any rank, he may be allowed the rate of half pay assigned to his rank in the Schedule annexed to Art. 35; but it is not to be understood that this clause is intended to convey any authority to place any officer in retirement immediately subsequent to any promotion he may obtain.

Paymasters.

Paymasters on first appointment being invariably officers either on full or half pay of the army, are in cases of future retirement from the situation of Paymaster, to be allowed half pay according to the following rules:—

If of less than 5 years' actual service as Paymaster	-	-	-	-	The half pay of his former regimental commission.
If of more than 5 years' actual service as Paymaster	-	-	-	-	6s. a day, or the half pay of his former regimental commission.
If of more than 10 years' actual service as Paymaster	-	-	-	-	8s. a day.
If of more than 15 years' actual service as Paymaster	-	-	-	-	10s. a day.
If of more than 20 years' actual service as Paymaster	-	-	-	-	13s. a day.
If of more than 30 years' actual service as Paymaster	-	-	-	-	15s. a day.

Previous service on full pay in other ranks, as a Commissioned Officer, shall reckon as equivalent to that of Paymaster, according to the following scale:—

5 years' service	shall reckon as 2 years.
10 - ditto - ditto	- as 5 „
15 - ditto - ditto	- as 7 „

Provided always, that Our Secretary at War shall be satisfied with the manner in which the Paymaster to be recommended to Us for such half pay shall have performed his duties.

An officer on half pay who may have served less than five years as Paymaster, will be eligible for re-employment on full pay, either in that situation or in his former rank; and if restored to full pay as Paymaster, his previous service will be allowed to reckon.

An officer who may have served more than five years, and less than 20 years as Paymaster, and shall be receiving the half pay of that commission, viz., 6s., 8s., or 10s. a day, will be liable to be recalled to full pay in that appointment, if his health shall be found sufficiently good to enable him to resume his duties; and in case he shall decline the appointment, he shall be liable to revert to the half pay of the commission which he held before he was appointed Paymaster.

No Paymaster shall be entitled to claim retirement on the ground of unfitness from ill health after any period of service under 30 years, unless such unfitness for service shall be supported by medical certificates, to the satisfaction of Our Secretary at War.

Every Paymaster who shall have served in the army an aggregate period of 30 years, of which 25 years' service on full pay as Paymaster, may have an unqualified right to claim retirement.

Chaplains to the Forces.

Chaplains to the Forces appointed after the date of this Warrant shall be entitled to half pay agreeably to the terms laid down in the following articles.

A Chaplain to the Forces, in case of reduction before he has completed six years' service, may be entitled to *temporary* half pay at *Five Shillings* a day for three years, and be subject, of course, to a recall to employment during that period.

If a Chaplain to the Forces shall have served more than six years previously to reduction, his half pay shall be regulated as follows:—

Service on Full Pay.	Rate of Half Pay per Diem.
	s. d.
Under 15 years - - -	5 -
Above 15 and under 20 years - -	7 6
„ 20 „ 30 „ - -	10 -
„ 30 years - - -	16 -

forfeit his half pay if he declines, unless a case of disability from ill health contracted in the service be clearly established; but after 15 years' service on full pay, he shall have an unqualified right to retire, under the terms specified in the preceding Article.

Chaplains in garrisons or at certain stations, or at military establishments, having commissions from Us, shall have their retired pay regulated by the warrants for the government of those establishments, or by the rules established for civil superannuations, but not being liable to sudden orders to serve abroad, their claim to retired or half pay will in no case be an unqualified right.

Quartermasters.

The rate of half pay for a Quartermaster shall in all cases be determined by the service which the officer may have rendered to the public as Quartermaster, or in any former military capacity.

If a Quartermaster shall have previously served at least five years as a non-commissioned officer, he shall, in case of being placed upon half pay, receive rates according to the following scale; viz. —

	£.	s.	d.	
If under 5 years' service as Quartermaster - - - - -	3	-	-	per diem.
If above 5 years' ditto - - - - -	4	-	-	"
If above 10 years' ditto - - - - -	5	-	-	"
If above 15 years' total service, of which 10 years as a Quartermaster -	5	6	-	"
If above 20 years' total service, of which 10 years as a Quartermaster -	6	-	-	"
If above 25 years' total service, of which 10 years as a Quartermaster -	7	-	-	"
If above 30 years' total service, of which 10 years as a Quartermaster -	8	-	-	"

Every Quartermaster who shall have served for an aggregate period of 30 years, of which 10 years as a Quartermaster, shall have an unqualified claim to retirement upon the highest rate of half pay fixed by this Our Warrant, provided such retirement shall be recommended to our Secretary at War by the Commander-in-Chief.

No Quartermaster shall be entitled to claim retirement after any period of service under 30 years' duration, upon the ground of ill health contracted in Our service, unless such unfitness for service shall be supported by medical certificates to the satisfaction of the Commander-in-Chief of Our forces, nor unless such retirement shall be recommended by him to Our Secretary at War.

A Quartermaster appointed to this situation from another commission in the army, shall, in case of reduction or retirement to half pay before he shall have completed 10 years' service as a Quartermaster, revert to the half pay of his former commission; but, after 10 years' service as Quartermaster, his half pay shall be regulated according to the provisions of the Article, No. , for an officer of the same service as Quartermaster, unless his former half pay exceeded the rate attached to his service in that Article, in which case he shall revert to such former half pay.

Veterinary Surgeons.

The half pay to be granted to a Veterinary Surgeon shall be regulated by his service on full pay, according to the following scale; viz.—

If he shall be reduced before he has completed five years' service on full pay, he shall be granted a *temporary* rate for three years only, and be subject to a recall to employment during that period - - - - - 3s. 6d. per diem.

If above 5 years' service, as a Veterinary Surgeon - - - - -	5	-	-	"
If above 10 years' service, ditto - - - - -	6	-	-	"
If above 15 years' service, ditto - - - - -	7	-	-	"
If above 20 years' service, ditto - - - - -	8	-	-	"
If above 25 years' service, ditto - - - - -	10	-	-	"
If above 30 years' service, ditto - - - - -	12	-	-	"

No Veterinary Surgeon shall be entitled to claim retirement after any period of service under 25 years' duration upon the ground of ill health contracted in Our service, unless such unfitness be supported by medical certificates to the satisfaction of the Commander-in-Chief of Our Forces, nor unless such retirement shall be recommended by him to Our Secretary at War.

Every Veterinary Surgeon who may have served upon full pay for 25 years and upwards, or who may have served for 20 years, provided he have passed five years on foreign stations,

A R M Y.

COPY of the WARRANT, dated 1 May 1846, regulating the Grants of Unattached Pay, Retired Full Pay, and Half Pay; also, Return of the Number of QUARTERMASTERS, VETERINARY and REGIMENTAL SURGEONS, and PAYMASTERS, who have retired on Half Pay under that Warrant.

(*Sir Howard Douglas.*)

*Ordered by The House of Commons, to be Printed,
15 June 1847.*

508.

Under 1 oz.

ARMY COMMISSION

RETURN to an ORDER of the Honourable The
dated 26 February 1847 :—*fc*

A RETURN “ of the Number of NON-COMMISSIONED Of
in each Year, from the 1st day of January 1836 to the
specifying those appointed to the Rank of Cornet and
the Rank of Cornet or Ensign ; to the Rank of Quarter
Return laid before the Commission on Military Punish

Ordered, by The House of Commons, to be Print

A RETURN of the Number of NON-COMMISSIONED OFFICERS
in each Year, from the 1st day of January 1836 to the

Y E A R.	Cornets.	Ensigns.	Adjutants with the Rank of Cornet.	Ad with of
1836 - - -	- -	7	- -	-
1837 - - -	- -	14	2	
1838 - - -	- -	25	2	
1839 - - -	1	18	2	-
1840 - - -	1	16	1	
1841 - - -	1	21	5	
1842 - - -	- -	20	- -	
1843 - - -	- -	8	2	
1844 - - -	5	12	1	
1845 - - -	- -	13	1	
1846 - - -	6	28	4	
TOTALS - -	14	182	20	

Horse Guards, 10 March 1847.

RET

R A I

Lieuten

Ensign

Lieuten

Lieuten

Wai
3 Ma

MILITARY SAVINGS BANKS.

ACCOUNT of the Amount due by the Public to DEPOSITORS in MILITARY SAVINGS BANKS, on the 31st March 1845 (as reported to Parliament on the 27th March 1846); and of the Receipts, Interest and Disbursements in the said Military Savings Banks, during the Year ending the 31st March 1846; together with the Number of Depositors therein on the said 31st March 1846:—Also, an ACCOUNT of the SUMS paid over, and now about to be paid over, by the Secretary at War to the Commissioners for the Reduction of the National Debt, for Investment in Bank Annuities on Account of the Fund for Military Savings Banks; and of the DIVIDENDS reported to the Secretary at War by the said Commissioners to have been received thereon, and invested in further Aid of the Fund for Military Savings Banks.

Ordered, by The House of Commons, to be Printed, 22 March 1847.

AMOUNT reported to Parliament on the 27th March 1846, as the Balance due by the Public on the 31st March 1845 - - - -	£. s. d.
	34,683 12 -
Add—Amount of Balances due to Depositors, transferred from one Corps to another, which had not been brought to Account on the 31st March 1845 - - - - -	186 11 6
TOTAL due by the Public on the 31st March 1845 - - - £.	34,870 3 6
Amount of Deposits received during the year ending the 31st March 1846 - - - - -	36,234 12 2
Amount of Interest allowed during the year - - - - -	1,508 6 1½
	£. 72,613 1 9½
Deduct—Amount of Sums withdrawn by Depositors during the Year -	24,674 7 1½
BALANCE due by the Public on the 31st March 1846 - - £.	47,938 14 8

NUMBER of DEPOSITORS on the 31st March 1846 - - - 4,177.

AMOUNT paid over by the Secretary at War to the Commissioners for the Reduction of the National Debt, on Account of the Fund for Military Savings Banks, for the Years 1843-4 and 1844-5 - -	£. s. d.
	34,683 12 -
Further Sum which the Paymaster-General was authorized, on the 19th of this Month, to pay over to the said Commissioners - - -	13,255 2 8
TOTAL Amount payable to the Savings Bank Fund by the Secretary at War - - - - - £.	47,938 14 8
Add—Dividends received on the Savings Bank Fund Account, during the period from the 8th January 1846 to the 8th January 1847, and invested in further aid thereof - - - - -	1,053 - 6
TOTAL AMOUNT of the Fund for Military Savings Banks, up to the Date of this Account - - - - - £.	48,991 15 2

MILITARY SAVINGS BANKS.

RETURN to an Order of the Honourable The House of Commons,
dated 25 February 1847;—for,

AMOUNT “ of the MILITARY SAVINGS BANKS, from the Date of the last Return,
TOTAL SUMS DEPOSITED and WITHDRAWN, for the Period comprehended
in, and the Stations in which the several Regiments were quartered.”

Ordered, by The House of Commons, to be Printed, 3 May 1847.

Showing the SUMS deposited in, and withdrawn from, MILITARY SAVINGS BANKS
Year ending the 31st March 1846, and the STATIONS of the several CORPS.

Return of Military Savings Banks rendered to Parliament, was for the Year ending the 31st March 1845,
and was dated the 27th March 1846.]

MILITARY SAVINGS BANKS FOR THE YEAR 1845-6.

CORPS.	Amount of Deposits.			Amount of Withdrawals.			STATIONS.
	£.	s.	d.	£.	s.	d.	
- - -	-	-	No Bank	-	-	-	England.
- - -	-	-	No Bank	-	-	-	England.
ards - - -	220	3	5½	100	10	2½	England.
- - -	222	5	-	-	-	-	England.
- - -	93	10	-	22	13	2½	Ireland.
- - -	8	17	-	8	13	5	Ireland; Scotland.
- - -	408	6	8½	240	1	6½	Scotland; England.
- - -	73	12	1½	-	12	5½	England.
- - -	269	-	6	199	13	4½	England.
- - -	-	-	Accounts not received	-	-	-	Cape of Good Hope.
- - -	60	-	-	9	8	10½	Ireland.
- - -	96	17	4	78	7	11½	Scotland; Ireland.
ns - - -	-	-	-	-	-	-	India.
- - -	68	18	8	11	4	5	England.
- - -	283	4	7	135	9	11½	England.
- - -	37	-	-	35	-	-	England.
- - -	145	9	2½	100	13	11	Ireland.
- - -	-	-	-	-	-	-	India.
- - -	149	15	10	90	10	5	Ireland; England.
- - -	138	8	10	24	3	-½	Ireland.
- - -	-	-	No Bank	-	-	-	England.
oons - - -	1	-	-	-	-	-	England; Ireland.
- - -	-	-	-	-	-	-	India.
- - -	-	-	-	-	-	-	India.
- - -	-	-	-	-	-	-	India.
- - -	188	16	-	29	9	4½	England.
st Battalion -	3	13	2	-	-	-	England.
1 „ -	433	2	11	77	-	7½	England.
1 „ -	22	10	-	-	-	-	England.
st Battalion -	10	-	-	10	3	1½	England.
d „ -	77	13	-	10	15	-½	England.
st Battalion -	14	16	3	-	-	-	England.
d „ -	284	6	11	38	17	1½	England.
talion - - -	183	9	3	342	3	10½	Gibraltar; West Indies.
- - -	22	18	-	49	14	-½	Ireland.
talion - - -	177	5	-½	164	6	4	West Indies; Scotland.
- - -	88	8	-	23	18	9½	Ireland; Scotland.
- - -	29	-	-	-	-	-	England.
- - -	430	19	5	56	-	-½	England.
- - -	-	-	-	-	-	-	India.
- - -	339	12	6	182	-	1	Ireland.
- - -	143	10	1	66	19	3½	Ireland.
years; 1844-45 } 1845-46 -	572	11	5	246	14	10½	West Indies.
- - -	138	19	2½	43	6	2½	England; Ireland.
- - -	241	4	-½	293	18	4½	England.
- - -	-	-	-	-	-	-	India.
- - -	-	-	-	-	-	-	India.

Military Savings Banks for the Year 1845-6—continued.

CORPS.	Amount of Deposits.			Amount of Withdrawals.			STATIONS.
	£.	s.	d.	£.	s.	d.	
13th Foot - - - -	-	-	No	Bank	-	-	England.
14th Foot - - - -	172	2	9	183	11	2 ½	Canada.
" Depôt - - - -	64	13	10	26	5	8 ½	England.
15th Foot - - - -	26	13	2 ½	109	-	6 ½	Ireland; Ceylon.
" Depôt - - - -	115	12	5 ½	178	9	11 ½	Ireland.
16th Foot - - - -	35	10	-	107	13	9	Ireland; Gibraltar.
" Depôt - - - -	43	14	5 ½	12	11	9 ½	Ireland.
17th Foot - - - -	-	-	-	-	-	-	India.
18th Foot - - - -	655	15	9	223	19	7 ½	China.
19th Foot - - - -	173	2	6	191	1	- ½	Ionian Isles; West Indies.
" Depôt - - - -	109	6	1	126	11	3 ½	Ireland.
20th Foot - - - -	524	18	9 ½	131	11	7 ½	Bermuda.
" Reserve - - - -	252	17	2	55	9	7	Bermuda.
21st Foot - - - -	-	-	-	-	-	-	India.
22d Foot - - - -	-	-	-	-	-	-	India.
23d Foot - - - -	288	12	2 ½	103	8	4 ½	West Indies.
" Reserve - - - -	87	-	5	9	1	5 ½	Canada.
24th Foot - - - -	431	-	1 ½	308	5	- ½	Ireland.
25th Foot - - - -	-	-	-	-	-	-	India.
26th Foot - - - -	3,942	7	-	4,085	8	10 ½	England; Ireland.
27th Foot - - - -	Accounts not received			-	-	-	Cape of Good Hope.
" Depôt - - - -	116	3	3 ½	202	12	3	Guernsey.
28th Foot - - - -	-	-	-	-	-	-	India.
29th Foot - - - -	-	-	-	-	-	-	India.
30th Foot - - - -	117	-	-	72	11	11	Ireland.
31st Foot - - - -	-	-	-	-	-	-	India.
32d Foot - - - -	129	14	10	181	8	11 ½	Ireland.
33d Foot - - - -	139	-	-	7	3	1 ½	New Brunswick.
" Depôt - - - -	12	10	6	-	-	-	Ireland.
34th Foot - - - -	62	15	6	80	3	6 ½	Ireland; Ionian Isles.
" Depôt - - - -	101	12	- ½	119	3	2 ½	Ireland.
35th Foot - - - -	91	11	-	-	-	-	Mauritius.
" Depôt - - - -	62	13	10	74	7	5 ½	Ireland.
36th Foot - - - -	126	15	9 ½	166	10	11 ½	England.
37th Foot - - - -	79	12	1	109	2	4 ½	England.
38th Foot - - - -	342	16	8 ½	330	16	3	Gibraltar; Jamaica.
" Depôt - - - -	60	10	-	14	13	6 ½	Ireland.
39th Foot - - - -	-	-	-	-	-	-	India.
40th Foot - - - -	127	6	8	-	-	-	India; England.
41st Foot - - - -	170	18	10	129	15	4	England; Ireland.
42d Foot - - - -	232	12	5 ½	89	3	-	Malta.
" Reserve - - - -	301	3	11	162	11	6	Malta.
43d Foot - - - -	276	18	1	44	4	5 ½	Canada; Nova Scotia.
" Depôt - - - -	203	6	1	64	16	11 ½	England.
44th Foot - - - -	3	10	-	-	-	-	Ireland.
45th Foot - - - -	87	19	4	71	1	7	Cape of Good Hope.
" Reserve - - - -	389	13	2 ½	44	9	1 ½	Gibraltar; Cape.
46th Foot - - - -	264	11	8	182	16	2 ½	Nova Scotia; Canada.
" Depôt - - - -	10	-	-	6	10	9 ½	Ireland.
47th Foot - - - -	81	11	3	63	6	10 ½	England; Ireland.
48th Foot - - - -	328	6	4	142	1	8 ½	Jamaica.
" Depôt - - - -	119	9	6	66	16	11 ½	England; Ireland.
49th Foot - - - -	3,245	1	2	3,087	14	1	England; Ireland.
50th Foot - - - -	-	-	-	-	-	-	India.
51st Foot - - - -	Accounts not received			-	-	-	Van Diemen's Land; India.
52d Foot - - - -	190	13	2	149	14	6 ½	Canada.
" Depôt - - - -	124	4	-	6	5	-	England.
53d Foot - - - -	-	-	-	-	-	-	India.
54th Foot - - - -	63	18	9 ½	15	13	10 ½	Ireland; Gibraltar.
" Depôt - - - -	36	19	-	3	12	10 ½	Ireland.
55th Foot - - - -	4,999	9	9 ½	3,930	15	9 ½	England.
56th Foot - - - -	267	4	3	157	13	3	England.
57th Foot - - - -	-	-	-	-	-	-	India.
58th Foot - - - -	Accounts not received			-	-	-	New South Wales.
59th Foot - - - -	84	17	4	31	11	5 ½	England; Ireland.
60th Foot, 1st Battalion - -	45	10	-	71	13	7 ½	Ireland; India.
" 2d Battalion - -	202	4	4 ½	43	3	8	Canada.
" Depôt - - - -	186	17	10 ½	29	14	4 ½	Scotland.
61st Foot - - - -	-	-	-	5	15	5 ½	Ireland; India.
62d Foot - - - -	-	-	-	-	-	-	India.

Military Savings Banks for the Year 1845-6—continued.

CORPS.	Amount of Deposits.			Amount of Withdrawals.			STATIONS.
	£.	s.	d.	£.	s.	d.	
66th Foot - - - -	205	4	8½	86	18	2½	Ireland; Gibraltar.
" Depôt - - - -	112	8	8	20	6	7½	Ireland.
67th Foot - - - -	31	-	-	31	1	1½	Ireland.
68th Foot - - - -	40	12	-	67	11	10½	England.
69th Foot - - - -	65	6	11	161	9	3	Ireland; England.
70th Foot - - - -	172	13	4	165	1	1½	Ireland.
71st Foot - - - -	692	7	8½	640	-	11½	West Indies.
" Reserve - - - -	100	1	6½	53	9	-	Canada.
72d Foot - - - -	198	15	9½	28	14	9	Gibraltar.
" Depôt - - - -	129	18	10½	20	18	-	Ireland.
73d Foot - - - -	Accounts not received			-	-	-	Ireland; Cape of Good Hope.
" Depôt - - - -	8	-	-	-	-	-	Ireland.
74th Foot - - - -	83	8	11½	178	19	6½	England.
75th Foot - - - -	88	-	10	66	18	9½	England; Ireland.
76th Foot - - - -	75	5	2	118	9	7½	England.
77th Foot - - - -	331	15	4½	88	1	8½	Jamaica; Nova Scotia.
" Depôt - - - -	61	11	8	24	5	6½	Ireland.
78th Foot - - - -	-	-	-	-	-	-	India.
79th Foot - - - -	764	19	2	477	15	-	Gibraltar.
" Depôt - - - -	76	9	10½	49	13	8	Ireland.
80th Foot - - - -	-	-	-	-	-	-	India.
81st Foot - - - -	388	2	3	65	17	4½	Canada.
" Depôt - - - -	25	6	-	15	19	11½	Ireland; Jersey.
82d Foot - - - -	269	1	8½	141	11	11½	Canada.
" Depôt - - - -	141	19	-	54	12	-½	Ireland.
83d Foot - - - -	75	10	-	8	1	-	England; Ireland.
84th Foot - - - -	-	-	-	-	-	-	India.
85th Foot - - - -	170	5	7½	76	8	9	West Indies.
" Depôt - - - -	59	11	-	-	-	-	Ireland.
86th Foot - - - -	-	-	-	-	-	-	India.
87th Foot - - - -	20	-	-	8	-	-	Scotland.
88th Foot - - - -	116	5	1	61	15	7	Malta.
" Depôt - - - -	197	-	10	328	15	-½	Scotland; Ireland.
89th Foot - - - -	73	9	10	18	12	1	Canada.
" Depôt - - - -	121	18	7	99	7	1½	Ireland; England.
90th Foot - - - -	878	9	6	40	5	6	Ceylon.
" Depôt - - - -	48	15	-	24	13	5½	Ireland; England.
91st Foot - - - -	289	4	4	188	19	9½	Cape of Good Hope.
" Reserve - - - -	Accounts not received			-	-	-	Cape of Good Hope.
92d Foot - - - -	23	7	-	1	17	4	Scotland.
93d Foot - - - -	175	18	4½	73	11	7	Canada.
" Depôt - - - -	241	-	10	72	5	11½	Ireland.
94th Foot - - - -	-	-	-	-	-	-	India.
95th Foot - - - -	No Bank			-	-	-	Ceylon.
" Depôt - - - -	162	5	9	69	9	11½	Ireland.
96th Foot - - - -	754	-	-½	290	15	7½	Van Diemen's Land.
97th Foot - - - -	153	7	1½	125	12	-	Ionian Isles.
" Reserve - - - -	210	16	5½	137	6	7	Ionian Isles.
98th Foot - - - -	323	19	5½	70	19	6	China; Singapore.
99th Foot - - - -	Accounts not received			-	-	-	New South Wales.
Rifle 1st Battalion - -	385	3	7½	339	5	11	Ionian Isles.
" Depôt - - - -	60	-	-	134	15	7½	Ireland.
Brigade 2d Battalion - -	280	7	8	232	2	5½	Nova Scotia.
" Reserve - - - -	145	3	10	65	1	2½	Nova Scotia.
1st West India Regiment -	Accounts not received			-	-	-	Jamaica.
2d West India Regiment -	48	12	11½	241	19	6½	Jamaica; Nassau; New Providence.
3d West India Regiment -	No Bank			-	-	-	Demerara.
Canadian Rifle - - - -	748	12	10½	350	18	5½	Canada.
Cape Corps - - - -	No Bank			-	-	-	Cape of Good Hope.
Ceylon Regiment - - - -	No Bank			-	-	-	Ceylon.
Malta Fencibles - - - -	No Bank			-	-	-	Malta.
Newfoundland Corps - -	119	7	1	38	7	9½	Newfoundland.
Saint Helena Corps - -	55	5	11½	17	17	2½	Saint Helena.
" Depôt Battalion - -	30	13	4	202	7	4	Isle of Wight.
Invalid Depôt - - - -	No Bank			-	-	-	Chatham.
Provisional Battalion - -	78	12	6	95	6	7	Chatham.

ARMY, ORDNANCE, AND MARINES.

RETURN to an Order of the Honourable The House of Commons,
dated 15 April 1847;—for,

RETURNS “of the RECRUITS ATTESTED between the 1st day of April 1845 and the 31st day of March 1846, and the 1st day of April 1846 and the 31st day of March 1847 :”

“ Of NON-COMMISSIONED OFFICERS and MEN who have been DISCHARGED the Service under Ten Years in the INFANTRY and MARINES, and under Twelve Years in the CAVALRY and ORDNANCE CORPS, and the Number above those Periods in each Service; specifying those Discharged at their own Request, and the Number through Disability, in the Years ending the 31st day of March 1846 and the 31st day of March 1847 :”

“ Of NON-COMMISSIONED OFFICERS and MEN who have DIED in each of the same Periods, specifying the Numbers under and above Ten Years’ Service in the INFANTRY and MARINES, and Twelve Years in the CAVALRY and ORDNANCE CORPS :”

“ Of MEN DESERTED in each of the same Periods, specifying the Number under Three Months’ Service, between Three and Six Months, Six and Twelve Months, One Year and Two Years, Two Years and Three Years, Three and Four Years, Four and Five Years, and above Five Years’ Service :”

“ Of MEN REJOINED from Desertion in each of the same Periods :”

“ Of the Number of MEN above Twenty-one Years’ Service in the INFANTRY and MARINES, and above Twenty-four Years in the CAVALRY and ORDNANCE CORPS, distinguishing Serjeants from other Ranks, on the 1st day of April 1847; (the different Services to be kept distinct in their Details.)”

(Colonel Lindsay.)

*Ordered, by The House of Commons, to be Printed,
5 May, 20 & 22 July 1847.*

REGULAR ARMY.

RETURN of RECRUITS ATTESTED between 1st day of April 1845 and 31st day of March 1846;
and between the 1st day of April 1846 and 31st day of March 1847.

Number attested for the Regular Army from 1st April 1845 to 31st March 1846 - 13,052

Number attested for the Regular Army from 1st April 1846 to 31st March 1847 - 21,468

Recruiting Department, Horse Guards, }
24 June 1847.

John Macdonald, A.G.

RETURN, showing the Number of NON-COMMISSIONED OFFICERS and MEN who have been DISCHARGED the Service under Ten Years and above Ten Years' Service; specifying the Number Discharged at their own Request, and the Number through Disability, between the 1st day of April 1845 and the 1st day of April 1846:—The Number of NON-COMMISSIONED OFFICERS and MEN who have DIED within the same period; specifying the Number under and above Ten Years' Service:—The Number of MEN DESERTED within the same period; specifying the Number under Three Months' Service, between Three and Six Months, Six and Twelve Months, One Year and Two Years, Two Years and Three Years, Three Years and Four Years, Four Years and Five Years, and upwards of Five Years' Service.

822	—	1,803	163	Number of Non-Commissioned Officers and Men who have died.		Number of Men who have Deserted.							
				Under 10 Years' Service.	Above 10 Years' Service.	Under 3 Months.	Between 3 and 6 Months.	Between 6 and 12 Months.	1 to 2 Years.	2 to 3 Years.	3 to 4 Years.	4 to 5 Years.	5 Years and upwards.
822	—	1,803	163	3,626	1,350	446	96	100	374	364	330	209	746

War Office, June 1847.

F. Maule.

RETURN of the Number of MEN above Twenty-one Years' Service in the INFANTRY and above Twenty-four Years in the CAVALRY, distinguishing Serjeants from other Ranks, on the 1st day of April 1847.

	Serjeants.	Trumpeters and Drummers.	Corporals.	Privates.	TOTAL.
In the Cavalry who have served above 24 years	39	6	1	67	113
In the Infantry who have served above 21 years:—					
Foot Guards - - - - -	20	11	4	249	284
Regiments of the Line - - - - -	439	39	181	1,239	1,848
Colonial Corps - - - - -	95	11	55	577	738
TOTAL INFANTRY - - - - -	554	16	190	2,065	2,870

ROYAL MARINES.

RETURNS of RECRUITS ATTESTED for the ROYAL MARINES between the 1st day of April 1845 and the 31st day of March 1846; and between the 1st day of April 1846 and the 31st day of March 1847.

Number of Recruits Attested between 1st April 1845 and 31st March 1846 - - 1,127

Number of Recruits Attested between 1st April 1846 and 31st March 1847 - - 964

Royal Marine Office, }
28 April 1847.

Jno. Owen, D.A.G.

RETURN of NON-COMMISSIONED OFFICERS and MEN of the ROYAL MARINES who have been DISCHARGED the Service under Ten Years, and the Number above Ten Years' Service; specifying those Discharged at their own Request, and the Number through Disability, in the Years ending the 31st March 1846 and the 31st day of March 1847.

Number Discharged in the Year ending 31st March 1846 :

	Under 10 Years' Service.		Above 10 Years' Service.	
	Own Request.	Disability.	Own Request.	Disability.
Non-Commissioned Officers -	2	5	49	14
Drummers - - - - -	-	-	6	3
Privates - - - - -	97	223	140	86
TOTALS - - - - -	99	228	195	103

Number Discharged in the Year ending 31st March 1847 :

	Under 10 Years' Service.		Above 10 Years' Service.	
	Own Request.	Disability.	Own Request.	Disability.
Non-Commissioned Officers -	2	5	64	10
Drummers - - - - -	2	4	2	4
Privates - - - - -	125	212	116	80
TOTALS - - - - -	129	221	182	94

Royal Marine Office, }
28 April 1847.

Jno. Owen, D.A.G.

RETURN of NON-COMMISSIONED OFFICERS and MEN of the ROYAL MARINES who have DIED in the Years ending the 31st day of March 1846 and the 31st day of March 1847; specifying the Numbers under and above Ten Years' Service.

Numbers who have Died in the Year ending 31st March 1846 :

	Under 10 Years' Service.	Above 10 Years' Service.
Non-Commissioned Officers - -	5	8
Drummers - - - - -	2	-
Privates - - - - -	116	44
TOTALS - - - - -	123	52

Numbers who have Died in the Year ending 31st March 1847 :

	Under 10 Years' Service.	Above 10 Years' Service.
Non-Commissioned Officers - -	1	10
Drummers - - - - -	-	1
Privates - - - - -	95	34
TOTALS - - - - -	96	45

RETURN of MEN of the ROYAL MARINES DESERTED in the Years ending 31 March 1846, and 31 March 1847; specifying the Number under Three Months' Service, between Three and Six Months, Six and Twelve Months, One Year and Two Years, Two Years and Three Years, Three and Four Years, Four and Five Years, and above Five Years' Service.

NUMBER DESERTED in the Year ending 31 March 1846 :

Under Three Months' Service	-	-	-	-	-	-	29
Between Three and Six Months	-	-	-	-	-	-	8
Between Six and Twelve Months	-	-	-	-	-	-	9
Between One Year and Two Years	-	-	-	-	-	-	14
Between Two and Three Years	-	-	-	-	-	-	9
Between Three and Four Years	-	-	-	-	-	-	11
Between Four and Five Years	-	-	-	-	-	-	15
Above Five Years' Service	-	-	-	-	-	-	26

TOTAL - - - 121

NUMBER DESERTED in the Year ending 31 March 1847 :

Under Three Months' Service	-	-	-	-	-	-	19
Between Three and Six Months	-	-	-	-	-	-	20
Between Six and Twelve Months	-	-	-	-	-	-	13
Between One Year and Two Years	-	-	-	-	-	-	23
Between Two and Three Years	-	-	-	-	-	-	6
Between Three and Four Years	-	-	-	-	-	-	5
Between Four and Five Years	-	-	-	-	-	-	28
Above Five Years' Service	-	-	-	-	-	-	49

TOTAL - - - 168

Royal Marine Office, }
28 April 1847.

Jn^o Owen, D. A. G.

RETURN of the Number of MEN of the ROYAL MARINES rejoined from DESERTION, in the Years ending the 31st day of March 1846 and the 31st day of March 1847; specifying the Number under Three Months' Service; between Three and Six Months; Six and Twelve Months; One Year and Two Years; Two Years and Three Years; Three and Four Years; Four and Five Years; and above Five Years' Service.

REJOINED from DESERTION, in the Year ending 31 March 1846 :

Under Three Months' Service	-	-	-	-	-	-	9
Between Three and Six Months	-	-	-	-	-	-	1
Between Six and Twelve Months	-	-	-	-	-	-	2
Between One Year and Two Years	-	-	-	-	-	-	5
Between Two Years and Three Years	-	-	-	-	-	-	3
Between Three and Four Years	-	-	-	-	-	-	5
Between Four and Five Years	-	-	-	-	-	-	2
Above Five Years' Service	-	-	-	-	-	-	10

TOTAL - - - 37

REJOINED from DESERTION, in the Year ending 31 March 1847 :

Under Three Months' Service	-	-	-	-	-	-	4
Between Three and Six Months	-	-	-	-	-	-	7
Between Six and Twelve Months	-	-	-	-	-	-	7
Between One Year and Two Years	-	-	-	-	-	-	7
Between Two Years and Three Years	-	-	-	-	-	-	1
Between Three and Four Years	-	-	-	-	-	-	3
Between Four and Five Years	-	-	-	-	-	-	6
Above Five Years' Service	-	-	-	-	-	-	19

TOTAL - - - 54

Royal Marine Office, }
28 April 1847.

Jn^o Owen, D. A. G.

RETURN of the Number of MEN of the ROYAL MARINES above Twenty-one Years' Service, distinguishing Serjeants from other Ranks, on the 1st day of April 1847 : viz.—

Staff Serjeants	-	-	-	-	-	-	-	9
Serjeants	-	-	-	-	-	-	-	51
Corporals	-	-	-	-	-	-	-	15
Drummers	-	-	-	-	-	-	-	22
Privates	-	-	-	-	-	-	-	92

TOTAL - - - 189

ORDNANCE.

RETURN of RECRUITS ATTESTED for the ROYAL REGIMENT of ARTILLERY and ROYAL SAPPERS and MINERS between the 1st day of April 1845 and the 31st day of March 1846, and the 1st day of April 1846 and the 31st March 1847.

PERIODS.	NUMBER.		TOTAL.	REMARKS.
	Royal Artillery.	Sappers and Miners.		
Attested between 1st April 1845 and 31st March 1846 - - - - -	972	141	1,113	
Attested between 1st April 1846 and 31st March 1847 - - - - -	2,478	354	2,832	
TOTAL - - - - -	3,450	495	3,945	

By Order of the Master-General and Board of Ordnance,

Office of Ordnance,
30 April 1847. }

R. Byham,
Secy.

RETURN of NON-COMMISSIONED OFFICERS and MEN of the ROYAL REGIMENT of ARTILLERY and ROYAL SAPPERS and MINERS who have been DISCHARGED the Service under Twelve Years, and above Twelve Years' Service; specifying the Number Discharged at their own Request, and the Number through Disability, in the Years ending the 31st day of March 1846 and the 31st day of March 1847.

PERIODS.	Under 12 Years' Service.		Above 12 Years' Service.		TOTAL.
	At their own Request.	Through Disability.	At their own Request.	Through Disability.	
Year ending 31st March 1846:					
Royal Artillery (estimate of the Regiment, 7,091) - }	91	86	7	158	342
Royal Sappers and Miners -	21	13	15	35	84
Year ending 31st March 1847:					
Royal Artillery (estimate of the Regiment, 8,530) - }	141	137	15	211	504
Royal Sappers and Miners -	22	14	-	42	78
TOTAL - - - - -	275	250	37	446	1,008

By Order of the Master-General and Board of Ordnance,

Office of Ordnance,
30 April 1847. }

R. Byham,
Secy.

RETURN of NON-COMMISSIONED OFFICERS and MEN of the ROYAL ARTILLERY and ROYAL SAPPERS and MINERS who have DIED in the Years ending the 31st day of March 1846, and the 31st day of March 1847; specifying the Number under Twelve Years and above Twelve Years' Service.

PERIODS.	DIED.			REMARKS.
	Under 12 Years' Service.	Above 12 Years' Service.	TOTAL.	
Year ending 31st March 1846:				
Royal Artillery - - - - -	84	30	114	
Royal Sappers and Miners - - - - -	8	9	17	
Year ending 31st March 1847:				
Royal Artillery - - - - -	83	45	128	
Royal Sappers and Miners - - - - -	10	9	19	
TOTAL - - - - -	185	93	278	

RETURN of MEN of the ROYAL REGIMENT of ARTILLERY who have DESERTED in the Years ending the 31st March 1846 and the 31st March 1847, specifying their different Periods of Service, from under Three Months to upwards of Five Years.

PERIODS.	DESERTIONS.								TOTAL.
	Under 3 Months' Service.	Between 3 and 6 Months' Service.	Between 6 and 12 Months' Service.	Between 1 and 2 Years' Service.	Between 2 and 3 Years' Service.	Between 3 and 4 Years' Service.	Between 4 and 5 Years' Service.	Above 5 Years' Service.	
Year ending 31st March 1846:									
Royal Artillery (estimate of the Regiment) 7,091) - - - - -	7	3	8	3	3	7	4	16	51
Royal Sappers and Miners - - - - -	-	1	-	2	-	2	1	1	7
Year ending 31st March 1847:									
Royal Artillery (estimate of the Regiment) 8,530) - - - - -	37	18	27	7	3	5	2	23	122
Royal Sappers and Miners - - - - -	3	-	1	1	-	-	4	6	15*
TOTAL - - - - -	47	22	36	13	6	14	11	46	195

* In the year ending 31st March 1847, eight of the desertions took place at Halifax, Nova Scotia.

By Order of the Master-General and Board of Ordnance,

Office of Ordnance, }
30 April 1847. }

R. Byham,
Secy.

RETURN of MEN of the ROYAL REGIMENT of ARTILLERY and ROYAL SAPPERS and MINERS who have REJOINED from Desertion in the Years ending the 31st day of March 1846 and the 31st day of March 1847.

PERIODS.	NUMBER.			REMARKS.
	Royal Artillery.	Royal Sappers and Miners.	TOTAL.	
Year ending 31st March 1846 - - -	10	1	11	
Year ending 31st March 1847 - - -	24	4	28	
TOTAL - - -	34	5	39	

By Order of the Master-General and Board of Ordnance,

Office of Ordnance, }
30 April 1847. }

R. Byham,
Secy.

RETURN of the Number of MEN of the ROYAL REGIMENT of ARTILLERY and ROYAL SAPPERS and MINERS above Twenty-four Years' Service on the 1st day of April 1847, distinguishing Serjeants from other Ranks.

PERIODS.	Above 24 Years' Service.			REMARKS.
	Serjeants.	Rank and File, Artificers and Drummers and Trumpeters.	TOTAL.	
On the 1st April 1847:				
Royal Artillery - - - - -	28	10	38	
Royal Sappers and Miners - - - - -	3	1	4	
TOTAL - - - - -	31	11	42	

By Order of the Master-General and Board of Ordnance,

ARMY, ORDNANCE, AND MARINES.

RETURNS of RECRUITS Attested between 1st April 1845 and 31st March 1847; of NON-COMMISSIONED OFFICERS and MEN who have been Discharged or Died in the Service; of MEN Deserted and Rejoined; and of the Number of Men above Twenty-one Years' Service.

(Colonel Lindsay.)

Ordered, by The House of Commons, to be Printed,
5 May, 20 & 22 July 1847.

352.

Under 1 ex.

YEOMANRY.

RETURN to an ORDER of the Honourable The House of Commons,
dated 21 May 1847 ;—for,

A RETURN “ of the Number of Troops, or Corps, or Regiments, of Effective YEOMANRY, in *Great Britain* and *Ireland*, according to the Muster Rolls of 1842, 1843, 1844, 1845, and 1846 ; stating the Date of those Musters, and showing the Manner in which the Sums voted for *Great Britain* and *Ireland*, in those Years, were Expended.”

(*Mr. Clive.*)

Ordered, by The House of Commons, to be Printed,
11 June 1847.

LIST of CORPS of YEOMANRY CAVALRY in *Great Britain*, for the Year 1842.

COUNTY.	CORPS.	Number of Troops in each Corps.	Number of Officers and Men.		Date of last Muster Roll or Return.	Expense of each Corps in 1842.		
			Officers.	Men.		£.	s.	d.
Ayr - - -	Ayrshire - - -	6	27	474	26 April 1843	4,481	4	4
Berks - - -	Hungerford - - -	1	3	56	4 - - -	224	-	-
Bucks - - -	2d Bucks - - -	8	28	447	12 - - -	2,796	5	11
	Taplow - - -	-	-	-	-	-	-	-
Cambridge - - -	Whittlesea - - -	1	3	65	21 August -	304	1	4
Chester - - -	King's Cheshire - - -	10	35	593	24 April -	7,863	3	3
Denbigh - - -	Denbighshire - - -	3	11	134	11 - - -	922	-	2
Derby - - -	Derby and Chaddesden - - -	1	3	61	22 - - -	500	16	7
	Radborne - - -	1	2	90	4 May -	617	17	3
	Repton and Gresley - - -	-	-	-	-	-	-	-
Devon - - -	Royal 1st Devon - - -	9	32	415	28 April -	2,693	16	-
	North Devon - - -	8	27	360	22 - - -	2,404	6	10
Dorset - - -	Dorsetshire - - -	8	24	386	18 - - -	2,367	18	7
Essex - - -	West Essex - - -	1	4	74	10 May -	111	-	-
Gloucester - - -	Gloucestershire - - -	8	28	428	13 April -	2,727	13	5
Hants - - -	North Hants - - -	4	15	158	29 - - -	939	13	7
	Andover - - -	-	-	-	-	-	-	-
Herts - - -	Gilston (disbanded Nov. 1842) - - -	1	4	46	18 Oct. 1841	69	-	-
	Northern Herts - - -	1	2	46	- - -	184	-	-
	South Herts - - -	4	15	184	10 May 1843	1,050	19	-
Kent - - -	East Kent - - -	4	14	183	12 April -	1,016	1	-
	West Kent - - -	2	8	115	20 - - -	571	18	-
Lanark - - -	Upper Ward - - -	4	11	223	18 - - -	3,150	14	-
Lancaster - - -	Duke of Lancaster's - - -	3	10	150	20 May -	2,296	15	7
Leicester - - -	Prince Albert's Own Leices- tershire. - - -	10	33	606	22 April -	3,630	6	8
Lincoln - - -	North Lincoln - - -	5	18	240	12 - - -	1,617	8	10
Lothian - - -	Royal Mid-Lothian - - -	-	-	-	-	-	-	-
Middlesex - - -	Uxbridge - - -	2	3	76	- - -	295	6	8
Montgomery - - -	Montgomeryshire - - -	4	16	272	12 May 1843	1,802	6	6
Norfolk - - -	Prince Albert's Own - - -	3	11	163	8 April -	1,059	12	2
Northampton - - -	Kettering - - -	1	4	68	11 - - -	204	-	-
	Towcester - - -	1	4	69	- - -	220	10	-
Northumberland - - -	Northumberland and Newcastle - - -	7	24	411	29 April 1843	2,371	-	8
Nottingham - - -	Southern Nottinghamshire - - -	5	19	387	11 May -	2,484	9	8
	Sherwood Rangers - - -	3	12	213	26 April -	1,380	6	6
Oxford - - -	Queen's Royal Oxford - - -	6	11	328	8 August -	2,102	8	4
Pembroke - - -	Castlemartin - - -	3	11	138	15 April -	1,259	8	7
Salop - - -	North Salopian - - -	8	26	445	10 - - -	2,921	4	1
	South Salopian - - -	6	21	332	24 - - -	2,216	5	4
Somerset - - -	North Somerset - - -	8	25	360	21 - - -	2,518	18	-
	West Somerset - - -	8	31	545	1 - - -	3,486	2	-
	Ilminster - - -	1	4	90	- - -	26	8	9
Stafford - - -	Queen's Own Royal Regiment - - -	9	40	659	8 April 1843	7,189	7	11
Suffolk - - -	1st Loyal Suffolk - - -	1	3	56	1 - - -	342	14	-
	Suffolk Borderers - - -	-	-	-	-	-	-	-
	Long Melford - - -	-	-	-	-	-	-	-
Surrey - - -	Surrey - - -	4	15	143	22 May -	691	18	6
Sussex - - -	Arundel and Bramber - - -	3	8	137	28 April -	923	4	5
Warwick - - -	Warwickshire - - -	6	22	410	- - -	3,279	9	1
Westmorland - - -	Westmorland - - -	5	18	284	18 April 1843	2,377	13	7
Wilts - - -	Royal Wiltshire - - -	10	32	436	26 - - -	2,725	19	4
Worcester - - -	Queen's Own Worcestershire - - -	10	40	690	12 - - -	9,458	18	5
York - - -	Yorkshire Hussars - - -	10	36	501	1 May -	2,977	12	7
	South-West York - - -	12	42	611	1 April -	4,536	10	-
		239	845	13,358				

Pay and Allowances to the Field Officers for inspecting the Yeomanry Cavalry - - - 312 1 7

TOTAL CHARGE - - - £. 101,704 17 -

Amount voted by Parliament in 1842 - - - - - £. 82,458 - -
 Ditto - - - in 1843 (for the year 1842) - - - 19,000 - -

LIST of CORPS of YEOMANRY CAVALRY in *Great Britain*, for the Year 1843.

COUNTY.	CORPS.	Number of Troops in each Corps.	Number of Officers and Men.		Date of last Muster Roll or Return.	Expense of each Corps in 1843.
			Officers.	Men.		
Ayr - - -	Ayrshire - - -	6	28	473	1 May 1844	£. s. d. 2,823 19 7
Berks - - -	Hungerford - - -	1	3	56	4 April -	224 - -
Bucks - - -	2d Bucks - - -	8	25	440	13 - -	2,785 16 4
	Taplow - - -	1	3	46	14 May -	255 2 4
Cambridge - - -	Whittlesea - - -	1	3	68	6 April -	399 18 2
Chester - - -	King's Cheshire - - -	10	29	600	10 - -	4,086 15 6
Denbigh - - -	Denbighshire - - -	3	9	134	5 - -	914 7 8
Derby - - -	Derby and Chaddesden - - -	1	3	58	8 - -	417 18 6
	Radborne - - -	1	3	90	4 - -	613 17 10
	Repton and Gresley - - -	1	4	78	25 - -	1,087 18 10
Devon - - -	Royal 1st Devon - - -	9	33	415	- - -	2,741 8 2
	North Devon - - -	8	26	360	15 - -	2,385 12 3
Dorset - - -	Dorsetshire - - -	8	26	366	20 - -	2,365 1 10
Essex - - -	West Essex - - -	1	4	74	10 - -	417 4 4
Gloucester - - -	Gloucestershire - - -	8	30	438	18 - -	2,702 4 -
Hants - - -	North Hants - - -	4	15	158	19 - -	1,025 3 8
	Andover - - -	1	3	56	6 May -	173 6 8
	Lymington - - -	1	4	42	6 April -	127 10 -
Herts - - -	Northern Herts - - -	1	3	44	10 - -	184 - -
	South Herts - - -	4	16	177	26 - -	1,012 6 2
Kent - - -	East Kent - - -	4	11	162	5 July -	1,024 16 7
	West Kent - - -	2	8	111	13 May -	569 11 9
Lanark - - -	Upper Ward - - -	4	13	248	10 April -	1,440 15 4
Lancaster - - -	Duke of Lancaster's - - -	3	10	148	6 June -	1,102 11 0
Leicester - - -	Prince Albert's Own Leices- tershire. - - -	10	35	607	20 April -	3,373 12 1
Lincoln - - -	North Lincoln - - -	5	17	229	16 - -	1,490 3 -
Lothian - - -	Royal Mid-Lothian - - -	8	26	379	27 May -	1,968 1 9
Middlesex - - -	Uxbridge - - -	2	4	80	- - -	356 16 8
Montgomery - - -	Montgomeryshire - - -	4	15	271	13 April -	1,779 5 -
Norfolk - - -	Prince Albert's Own - - -	3	12	165	5 - -	1,020 16 6
Northampton - - -	Kettering - - -	1	3	67	3 - -	292 16 8
Northumberland - - -	Northumberland and Newcastle - - -	7	24	410	20 - -	2,387 7 -
Nottingham - - -	Southern Nottinghamshire - - -	6	15	382	9 May -	2,517 16 -
	Sherwood Rangers - - -	3	11	222	13 - -	1,413 14 4
Oxford - - -	Queen's Royal Oxford - - -	6	24	366	21 August -	2,557 3 4
Pembroke - - -	Castlemartin - - -	3	11	138	13 April -	5,831 18 9
Salop - - -	North Salopian - - -	8	28	434	6 - -	2,823 7 1
	South Salopian - - -	6	20	319	17 - -	2,096 10 11
Somerset - - -	North Somerset - - -	8	26	393	18 - -	2,496 15 8
	West Somerset - - -	8	31	614	15 March 1845	3,482 2 6
	Ilminster - - -	1	3	51	19 April 1844	148 10 -
Stafford - - -	Queen's Own Royal Regiment - - -	11	48	792	15 - -	5,166 12 10
Suffolk - - -	1st Loyal Suffolk - - -	1	3	55	1 - -	339 5 4
	Suffolk Borderers - - -	1	3	47	15 - -	154 6 8
	Long Melford - - -	1	3	73	1 May -	405 11 7
Surrey - - -	Surrey - - -	4	13	111	22 - -	468 1 -
Sussex - - -	Arundel and Bramber - - -	3	10	144	31 - -	916 6 8
Warwick - - -	Warwickshire - - -	6	22	413	8 April -	2,438 17 1
Westmorland - - -	Westmorland - - -	6	22	325	15 - -	2,366 8 7
Wilts - - -	Royal Wiltshire - - -	10	30	420	8 May -	2,595 11 8
Worcester - - -	Queen's Own Worcestershire - - -	11	40	688	12 April -	4,457 19 9
York - - -	Yorkshire Hussars - - -	10	36	501	20 - -	3,137 4 4
	South-West York - - -	12	35	612	1 - -	3,917 6 -
	Morley and Agbrigg - - -	3	11	151	6 - -	1,907 1 6
		259	893	14,311		

Pay and Allowances to the Field Officers for inspecting the Yeomanry Cavalry - - - 281 19 -

TOTAL CHARGE - - - £. 95,470 16 6

Amount voted by Parliament - - - - - 98,787 - -

LIST of CORPS of YEOMANRY CAVALRY in *Great Britain*, for the Year 1844.

COUNTY.	CORPS.	Number of Troops in each Corps.	Number of Officers and Men.		Date of last Muster Roll or Return.	Expense of each Corps in 1844.		
			Officers.	Men.		£.	s.	d.
Ayr - - -	Ayrshire - - -	6	28	475	21 April 1845	2,823	9	7
Berks - - -	Hungerford - - -	1	3	56	8 - -	242	13	4
Bucks - - -	2d Bucks - - -	8	27	421	16 - -	3,630	7	5
	Taplow - - -	1	3	46	15 - -	272	16	-
Cambridge - - -	Whittlesea - - -	1	3	61	18 - -	283	13	4
Chester - - -	King's Cheshire - - -	10	26	595	23 - -	3,977	19	8
Denbigh - - -	Denbighshire - - -	3	10	185	15 - -	935	-	10
Derby - - -	Derby and Chaddesden - - -	1	3	57	8 - -	292	8	6
	Radborne - - -	1	3	90	3 July -	462	13	9
	Repton and Gresley - - -	1	4	77	3 May -	181	11	-
Devon - - -	Royal 1st Devon - - -	9	32	415	26 April -	2,669	14	2
	North Devon - - -	8	26	359	19 - -	2,373	9	10
Dorset - - -	Dorsetshire - - -	5	23	345	25 - -	2,275	3	-
Essex - - -	West Essex - - -	1	4	88	5 - -	452	4	4
Gloucester - - -	Gloucestershire - - -	8	29	428	12 - -	2,688	13	-
Hants - - -	North Hants - - -	4	14	165	22 - -	694	9	2
	Andover - - -	1	3	54	12 - -	195	-	-
	Lymington - - -	1	4	41	7 - -	162	-	-
Herts - - -	Northern Herts - - -	1	3	55	14 - -	184	-	-
	South Herts - - -	4	16	180	26 - -	1,028	15	10
Kent - - -	East Kent - - -	4	9	153	6 Aug. -	627	10	-
	West Kent - - -	2	8	95	26 April -	551	2	11
Lanark - - -	Upper Ward - - -	4	13	251	9 - -	1,355	12	10
Lancaster - - -	Duke of Lancaster's - - -	4	13	193	28 May -	1,570	9	6
Leicester - - -	Prince Albert's Own Leices- tershire. - - -	10	34	608	26 April -	3,111	4	11
Lincoln - - -	North Lincoln - - -	5	17	225	15 - -	1,473	9	6
Lothian - - -	Royal Mid Lothian - - -	8	26	364	17 - -	1,973	18	-
Middlesex - - -	Uxbridge - - -	1	4	89	- - -	358	13	4
Montgomery - - -	Montgomeryshire - - -	4	15	269	26 April 1845	1,773	1	2
Norfolk - - -	Prince Albert's Own - - -	3	11	153	10 - -	1,038	9	10
Northampton - - -	Kettering - - -	1	3	68	5 - -	316	-	2
Northumberland - - -	Northumberland and Newcastle - - -	7	25	439	29 - -	2,320	12	4
Nottingham - - -	Southern Nottinghamshire - - -	5	18	384	16 May -	2,465	15	8
	Sherwood Rangers - - -	3	13	228	18 - -	1,486	3	6
Oxford - - -	Queen's Royal Oxford - - -	6	24	366	2 July -	2,114	12	1
Pembroke - - -	Castlemartin - - -	3	10	139	5 April -	952	18	-
Salop - - -	North Salopian - - -	8	29	422	14 - -	2,722	1	8
	South Salopian - - -	6	20	321	25 - -	2,051	9	7
Somerset - - -	North Somerset - - -	8	26	386	18 - -	2,444	7	10
	West Somerset - - -	8	31	540	11 - -	3,513	15	8
	Ilminster - - -	1	3	54	21 - -	228	3	4
Stafford - - -	Queen's Own Royal Regiment - - -	11	49	784	12 - -	5,181	4	7
Suffolk - - -	1st Loyal Suffolk - - -	1	3	55	1 - -	344	2	-
	Suffolk Borderers - - -	1	3	57	- - -	186	3	4
	Long Melford - - -	1	4	79	3 April 1845	424	9	8
Surrey - - -	Surrey (no duty performed) - - -	-	-	-	- - -	-	-	-
Sussex - - -	Arundel and Bramber - - -	3	10	148	17 April 1845	944	6	1
Warwick - - -	Warwickshire - - -	6	22	403	10 - -	2,474	6	6
Westmorland - - -	Westmorland - - -	6	22	325	22 - -	1,990	13	4
Wilts - - -	Royal Wiltshire - - -	10	31	422	24 - -	2,628	7	1
Worcester - - -	Queen's Own Worcestershire - - -	11	43	684	12 - -	4,429	1	9
York - - -	Yorkshire Hussars - - -	10	36	501	18 - -	3,177	13	8
	South-West York (1st West York) - - -	12	37	612	1 - -	3,852	4	8
	Morley and Agbrigg (2d ditto) - - -	4	16	229	8 - -	1,482	13	-
		252	873	14,189				

Pay and Allowances to the Field Officers for inspecting the Yeomanry Cavalry - - - 281 15 10

TOTAL CHARGE - - - £. 87,622 16 1

Amount voted by Parliament - - - - - 88,077 - -

EXCESS of VOTE beyond the EXPENDITURE - - - £. 455 3 11

LIST of CORPS of YEOMANRY CAVALRY in *Great Britain*, for the Year 1845.

COUNTY.	CORPS.	Number of Troops in each Corps.	Number of Officers and Men.		Date of last Muster Roll or Return.	Expense of each Corps in 1845.
			Officers.	Men.		
						£. s. d.
Ayr - - -	Ayrshire - - -	6	28	475	17 April 1846	2,854 16 -
Berks - - -	Hungerford - - -	1	3	56	6 - -	242 18 4
Bucks - - -	2d Bucks - - -	8	25	410	24 - -	2,653 3 4
	Taplow - - -	1	3	46	6 - -	273 3 -
Cambridge - - -	Whittlesea - - -	1	3	59	1 - -	270 17 4
Chester - - -	King's Cheshire - - -	10	33	600	16 - -	3,925 9 1
Denbigh - - -	Denbighshire - - -	3	10	135	6 - -	917 15 6
Derby - - -	Derby and Chaddesden - - -	1	3	60	13 - -	295 2 5
	Radborne - - -	1	2	90	8 July -	270 - -
	Repton and Gresley - - -	1	4	78	7 April -	172 8 5
Devon - - -	Royal 1st Devon - - -	9	32	415	30 - -	2,702 19 3
	North Devon - - -	8	26	359	20 - -	2,468 6 11
Dorset - - -	Dorsetshire (Queen's Own) - - -	5	23	332	23 - -	2,128 - -
Essex - - -	West Essex - - -	1	4	99	7 - -	457 8 -
Gloucester - - -	Gloucestershire - - -	8	27	428	13 - -	2,633 15 1
Hants - - -	North Hants - - -	4	16	210	21 - -	1,104 9 3
	Andover - - -	1	3	79	11 - -	238 16 8
	Lymington - - -	1	4	40	8 - -	123 - -
Herts - - -	Northern Herts - - -	1	3	44	29 - -	182 10 -
	South Herts - - -	4	16	185	20 - -	1,046 14 2
Kent - - -	East Kent - - -	2	11	138	18 - -	555 10 -
	West Kent - - -	2	8	128	13 - -	443 - -
Lanark - - -	Upper Ward - - -	4	13	253	21 - -	1,379 12 6
Lancaster - - -	Duke of Lancaster's - - -	4	14	196	17 June -	1,314 12 1
Leicester - - -	Prince Albert's Own Leices- tershire. - - -	10	36	607	21 April -	3,074 18 10
Lincoln - - -	North Lincoln - - -	5	17	234	17 - -	1,493 1 6
Lothian - - -	Royal Mid-Lothian - - -	8	24	364	18 - -	1,946 14 -
Middlesex - - -	Uxbridge - - -	1	4	89	17 - -	383 6 8
Montgomery - - -	Montgomeryshire - - -	4	17	279	9 - -	1,729 9 4
Norfolk - - -	Prince Albert's Own - - -	3	12	162	18 - -	1,036 14 5
Northampton - - -	Kettering - - -	1	3	66	1 - -	265 16 8
Northumberland - - -	Northumberland and Newcastle - - -	7	24	437	12 May -	2,314 1 4
Nottingham - - -	Southern Nottinghamshire - - -	5	19	378	19 - -	2,468 16 4
	Sherwood Rangers - - -	3	12	229	2 April -	1,405 19 11
Oxford - - -	Queen's Royal Oxford - - -	6	25	364	26 June -	2,181 10 9
Pembroke - - -	Castlemartin - - -	3	11	189	4 April -	966 6 11
Salop - - -	North Salopian - - -	8	28	437	11 - -	2,749 6 4
	South Salopian - - -	6	20	325	18 - -	2,002 19 8
Somerset - - -	North Somerset - - -	8	26	377	17 - -	2,288 15 3
	West Somerset - - -	8	30	545	1 - -	3,488 5 4
	Ilminster - - -	1	3	54	28 - -	227 3 4
Stafford - - -	Queen's Own Royal Regiment - - -	11	45	785	12 - -	4,823 3 1
Suffolk - - -	1st Loyal Suffolk - - -	1	3	56	6 - -	344 2 -
	Suffolk Borderers - - -	1	3	55	8 - -	194 6 8
	Long Melford - - -	1	4	78	6 - -	455 5 4
Stirling - - -	Stirling (disbanded) - - -	-	-	-	- - -	73 4 -
Sussex - - -	Arundel and Bramber - - -	3	10	140	14 May -	920 7 7
Warwick - - -	Warwickshire - - -	6	22	416	22 April -	2,447 10 11
Westmorland - - -	Westmorland - - -	6	22	325	13 - -	2,452 5 1
Wilts - - -	Royal Wiltshire - - -	10	32	427	11 - -	2,637 1 4
Worcester - - -	Queen's Own Worcestershire - - -	11	44	692	9 - -	4,472 11 7
York - - -	Yorkshire Hussars - - -	10	36	501	22 - -	1,649 - -
	South-West York (1st West York) - - -	12	35	618	1 - -	2,015 10 -
	Morley and Agbrigg (2d ditto) - - -	4	15	229	9 - -	790 19 2
		250	896	14,353		

Pay and Allowances to the Field Officers for inspecting the Yeomanry Cavalry - - - 234 14 -

TOTAL CHARGE - - - £. 82,182 7 8

Amount voted by Parliament - - - - - 86,168 - -

EXCESS of VOTE beyond the EXPENDITURE - - - £. 3,985 12 4

LIST of CORPS of YEOMANRY CAVALRY in *Great Britain*, for the Year 1846.

COUNTY.	CORPS.	Number of Troops in each Corps.	Number of Officers and Men.		Date of last Muster Roll or Return.	Expense of each Corps in 1846.
			Officers.	Men.		
						£. s. d.
Ayr - - -	Ayrshire - - -	6	26	475	19 April 1847	2,838 13 -
Berks - - -	Hungerford - - -	1	4	76	19 May -	446 10 -
Bucks - - -	2d Bucks - - -	8	26	403	19 April -	2,561 - 4
	Taplow - - -	1	8	46	8 - -	209 1 -
Cambridge - - -	Whittlesea - - -	1	8	62	21 - -	286 16 8
Chester - - -	King's Cheshire - - -	10	34	594	16 - -	3,947 14 4
Denbigh - - -	Denbighshire - - -	3	9	134	11 - -	935 17 2
Derby - - -	Derby and Chaddesden	1	8	60	12 - -	301 4 2
	Radborne - - -	1	2	92	8 - -	324 16 3
	Repton and Gresley - - -	1	4	78	5 - -	409 19 -
Devon - - -	Royal 1st Devon - - -	9	32	415	26 - -	2,721 2 2
	North Devon - - -	8	24	359	29 - -	2,398 7 -
Dorset - - -	Dorsetshire - - -	5	23	356	19 - -	2,209 8 9
Essex - - -	West Essex - - -	1	4	93	14 - -	476 3 8
Gloucester - - -	Gloucestershire - - -	8	29	382	15 - -	2,678 1 3
Hants - - -	North Hants - - -	4	15	208	14 - -	1,324 2 2
	Andover - - -	1	3	79	- - -	243 16 8
	Lymington - - -	1	4	46	19 April 1847	159 13 4
Herts - - -	Northern Herts - - -	1	8	41	30 - -	172 - -
	South Herts - - -	4	15	176	20 - -	1,055 18 1
Kent - - -	East Kent - - -	2	11	134	26 - -	834 2 6
	West Kent - - -	2	8	102	20 - -	615 6 2
Lanark - - -	Upper Ward - - -	4	13	253	16 - -	1,385 2 10
Lancaster - - -	Duke of Lancaster's - - -	4	4	196	- - -	1,889 19 8
Leicester - - -	Prince Albert's Own Leices- tershire.	10	36	603	19 April 1847	3,319 12 7
Lincoln - - -	North Lincoln (disbanded Dec. 1846.)	-	-	-	- - -	456 3 10
Lothian - - -	Royal Mid-Lothian - - -	8	23	367	13 April 1847	1,955 11 -
	East Lothian - - -	2	6	98	12 - -	1,181 2 -
Middlesex - - -	Uxbridge - - -	1	4	87	- - -	380 6 8
Montgomery - - -	Montgomeryshire - - -	4	17	274	9 April 1847	1,816 7 11
Norfolk - - -	Prince Albert's Own - - -	3	10	168	17 - -	1,059 16 8
Northampton - - -	Kettering - - -	1	3	66	- - -	266 6 8
Northumberland - - -	Northumberland and Newcastle	7	24	421	17 April 1847	2,293 19 8
Nottingham - - -	Southern Nottinghamshire - - -	5	21	367	19 May -	2,461 6 4
	Sherwood Rangers - - -	3	12	216	22 April -	1,395 10 8
Oxford - - -	Queen's Royal Oxford - - -	6	25	364	- - -	2,300 8 2
Pembroke - - -	Castlemartin - - -	3	11	139	5 April 1847	959 - 2
Salop - - -	North Salopian - - -	8	29	437	10 - -	2,804 14 8
	South Salopian - - -	6	19	321	21 - -	2,106 19 4
Somerset - - -	North Somerset - - -	8	27	368	27 - -	2,347 2 1
	West Somerset - - -	8	30	545	- - -	3,466 4 4
	Ilminster (disbanded) - - -	-	-	-	- - -	227 10 -
Stafford - - -	Queen's Own Royal Regiment	11	48	734	15 April 1847	4,699 2 6
Suffolk - - -	1st Loyal Suffolk - - -	1	2	56	2 - -	339 13 4
	Suffolk Borderers - - -	1	3	59	12 - -	200 13 4
	Long Melford - - -	1	4	78	6 - -	449 6 4
Surrey - - -	Surrey (not called out) - - -	-	-	-	- - -	- - -
Sussex - - -	Arundel and Bramber - - -	3	10	127	13 May 1847	869 4 10
Warwick - - -	Warwickshire - - -	6	22	405	14 April -	2,488 19 2
Westmorland - - -	Westmorland - - -	6	21	325	14 - -	2,088 1 8
Wilts - - -	Royal Wiltshire - - -	10	31	413	12 - -	2,575 - 4
Worcester - - -	Queen's Own Worcestershire	11	44	691	8 - -	4,532 18 6
York - - -	Yorkshire Hussars - - -	10	36	498	1 May -	3,153 3 4
	South-West York (1st West York)	12	39	612	1 April -	3,885 9 4
	Morley and Agbrigg (2d ditto)	4	15	229	6 - -	1,242 7 10
		246	884	13,818		

N A V Y.

A COPY of an ACCOUNT of the NAVAL RECEIPT AND EXPENDITURE for the Year ended the 31st March 1846; prepared in pursuance of Act 2 Will. IV. c. 40, s. 30, and laid before The House of Commons by the Commissioners for Auditing the Public Accounts, under the directions of the same Act; with the Additions of the Commissioners for Auditing the Public Accounts.

*Ordered, by The House of Commons, to be Printed,
1 February 1847.*

2 Will 4, c. 40, s. 30, and laid before The House of Commons by the Commissioners for Auditing the Public Accounts, under the Directions of Accounts being included within Brackets, and set down on p. 5.

The Excess of 44,420 l. 6s. 10d., shown on the Account of Naval Receipt and Expenditure for the Financial Year, ended the 31st March 1845, has been voted by Parliament, as per printed Paper, 11 February 1846, No. 52, agreeably with the Authority of the Lords of the Treasury, as signified by Mr. Trevelyan's Letter of 8 December 1845.

Votes.		EXPENDITURE,			GRANTS,		
		1845-46.			including Appropriation in Aid and Supplementary Estimate.		
No.		£.	s.	d.	£.	s.	d.
	NAVY EFFECTIVE SERVICES:						
1	BY Wages to Seamen and Marines - - - -	1,308,786	16	6	1,328,053	-	-
2	„ Victuals for ditto - - - - -	685,206	17	8	656,795	-	-
3	„ Admiralty Office - - - - -	132,169	19	-	129,092	-	-
4	„ General Register and Record Office of Seamen -	8,743	14	1	11,608	-	-
5	„ Scientific Branch - - - - -	52,428	15	1	42,011	-	-
6	„ Her Majesty's Establishments at Home - -	133,104	11	5	132,353	-	-
7	„ Her Majesty's Establishments Abroad - -	25,068	8	6	22,957	-	-
8	„ Wages to Artificers, &c., employed in Her Majesty's Establishments at Home - - -	727,775	11	5	690,630	-	-
9	„ Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad - - -	48,095	5	5	41,995	-	-
10	„ Naval Stores, &c. for the Building and Repair of Ships, Docks, &c. - - - -	1,439,890	7	3	1,273,789	-	-
11	„ New Works, Improvements, and Repairs in the Yards, &c. - - - - -	488,066	18	1	486,346	-	-
12	„ Medicines and Medical Stores - - - -	19,142	3	11	23,500	-	-
13	„ Miscellaneous Services - - - - -	132,084	6	-	122,947	-	-
	NAVY NON-EFFECTIVE SERVICES:						
14	By Half Pay to Officers of the Navy and Royal Marines	714,030	10	1	737,168	-	-
15	„ Military Pensions and Allowances - - -	494,167	16	-	494,549	-	-
16	„ Civil Pensions and Allowances - - - -	151,554	3	-	160,366	-	-
	SERVICE OF OTHER DEPARTMENTS:						
17	By Army and Ordnance Departments (Conveyance of Troops) - - - - -	160,419	5	7	152,600	-	-
18	„ Home Department (Convict Service) - - -	94,536	14	4	106,050	-	-
19	„ Post Office Department (Contract Packet Service)	538,071	2	8	546,274	-	-
		7,344,363	6	9	7,159,083	-	-
	By Balance of Votes for New Works, as per Contra (*): viz.						
	Unappropriated, no longer retained under the Regulations contained in the Treasury Minute of the 13th January 1846.						
	Balance of 1842-43:	£.	s.	d.			
	Erecting Timber Sheds - Plymouth	2,760	11	7			
	Balance of 1843-44:						
	Constructing additional Hercules, &c. at Smithery - Chatham	1,586	14	2			
	Building for Testing Machine - Sheerness	1,010	-	-			
	Constructing Machinery for Saw Mill - Portsmouth	425	11	7			
	Cast-iron Doors, &c. for Store-houses - Plymouth	77	7	11			
		3,099	13	8			
		5,860	5	3			
		£.	7,350,223	12	-		

Vote No. 2. This excess has arisen from large supplies of provisions having been plated in depot for Army service in Ireland, which it became necessary to replace in the public store by the purchase of other provisions; and provisions for the relief of distress in Ireland.

Vote No. 3. This excess arises from the increased expense for law charges connected with the purchase of land for the extension of Woolwich and Portsmouth Dock Yards.

Vote No. 5. A far more extensive stock of magnetic and other instruments was required for the Polar Expedition than was contemplated when the Estimates were framed, and the outfit for the Survey of the Coast of Africa had not been anticipated. Additional officers were also employed to hasten some of the surveys, and arrear payments made for the China Survey. Arrear accounts from the Cape Observatory and Bay of Fundy were also received and posted to this year. These circumstances combined gave rise to this excess.

Vote No. 6. This excess is merely the difference between an actual expense and an estimated one.

Vote No. 7. The excess under this head is caused by bringing to account this year, expenditure for the last year, the accounts of which had not been received in time to be examined and posted in the account for last year, viz., from Hong-Kong, Ascension, Valparaiso, and other distant stations.

Vote No. 8. This excess arises from its having been found necessary to employ an increased number of workmen in the Dock Yards, in order to proceed with dispatch in the building and outfit of the Fleet.

Vote No. 9. The sums taken in the Estimates for labour at Malta, Ascension, and the Cape of Good Hope, and for extra pay to artificers, &c. of the Fleet, were less than the necessities of the service in the course of the year were found to require.

Vote No. 10. The excess arises from the building of iron steam-vessels by contract, and the completion of steam-engines for vessels building in the Dock Yards having been hastened; and also from larger supplies of East Indian teak, African timber, and copper being required for the service of the Dock Yards than were anticipated.

Vote No. 11. This small excess is attributable to a greater progress being made in the construction of the New Dock at Malta, than was contemplated.

Vote No. 13. The cause of this excess is owing to the large amount paid as Head Money for the capture and destruction of pirates at Borneo, under the Act 6 Geo. 4, c. 40, and an increased expense in raising men for Her Majesty's fleet.

Vote No. 17. This excess is owing to a greater number of troops having been conveyed than was estimated for.

Memorandum.—The Old Store Moneys and Extra Receipts of the Year 1845-46, amounting to 210,592*l.* 19*s.* 6*d.*, and the Appropriation of them on the Estimates for the Years 1846-47, and 1847-48, are as follows:

				Sums received in the Three Quarters to 31st Dec. 1845, and Appropriated on the Estimates for 1846-47.	Sums received in the Quarter to the 31st March 1846, to be Appropriated on the Estimates for 1847-48.
				£. s. d.	£. s. d.
Under Vote No. 1.	Wages to Seamen and Marines	-	Old Store Moneys	6,693 8 4	4,302 19 4
	Ditto - - - -	-	Extra Receipts -	18,694 4 8	7,041 13 8
2.	Victuals for ditto - - - -	-	Old Store Moneys	9,017 5 1	4,211 6 1
	Ditto - - - -	-	Extra Receipts -	33,974 14 9	15,090 19 11
4.	General Register and Record Office } of Seamen - - - - }		Ditto - -	5 - -	15 9 4
5.	Scientific Branch - - - -	-	Ditto - -	2,917 6 8	759 3 1
6.	Her Majesty's Establishments at Home	-	Ditto - -	1,276 1 11	319 19 6
10.	Naval Stores, &c. - - - -	-	Old Store Moneys	27,642 14 -	8,323 14 2
	Ditto - - - -	-	Extra Receipts -	18,474 14 3	2,596 11 3
12.	Medicines and Medical Stores	-	Old Store Moneys	92 11 5	21 3 9
	Ditto - - - -	-	Extra Receipts -	1,740 15 11	712 3 11
13.	Miscellaneous Services - - - -	-	Ditto - -	2,984 19 5	844 12 9
15.	Military Pensions and Allowances	-	Ditto - -	5,000 - -	-
16.	Civil Pensions and Allowances	-	Ditto - -	1,862 1 2	602 15 7
17.	Army and Ordnance Departments	-	Old Store Moneys	186 18 8	156 2 5
	Ditto - - - -	-	Extra Receipts -	24,549 1 9	87 14 3
18.	Home Department - - - -	-	Old Store Moneys	19 - -	- 17 2
	Ditto - - - -	-	Extra Receipts -	9,216 9 8	158 5 8
19.	Post-Office Department - - - -	-	Ditto - -	500 - -	500 - -
£.				164,847 7 8	45,745 11 10
				£. 210,592 19 6	

(signed) *John T. Briggs,*
Accountant-General of the Navy.

EXTRACT from Mr. *Trevelyan's* Letter, 15 December 1845, to Secretary of the Admiralty.

"ALTHOUGH it may appear, as stated in your letter, to be a more simple course of proceeding, to appropriate the Balances of the Votes for Works and Repairs for the years 1841-42, and 1843-44, in aid of the Deficiency which has arisen in the General Amount of the Naval Votes for 1844-45, my Lords consider that as those Balances are not required for the services for which they were specially retained on the Accounts of those years, and the Accounts have in every other respect been finally closed, it will be proper that the surplus Balances in question should, in accordance with the

[AMOUNTS BY WHICH THE EXPENDITURE HAS FALLEN SHORT OF OR
EXCEEDED THE SUMS VOTED.]

	Number of Head of Service.	EXPENDED					
		Less than Voted.			More than Voted.		
		£.	s.	d.	£.	s.	d.
NAVY EFFECTIVE SERVICES:							
BY Wages to Seamen and Marines - -	1	24,266	3	6			
Victuals for ditto - - - - -	2	-	-	-	28,411	17	8
Admiralty Office - - - - -	3	-	-	-	3,077	19	-
General Register and Record Office of Seamen - - - - -	4	2,864	5	11			
Scientific Branch - - - - -	5	-	-	-	10,417	15	1
Her Majesty's Establishments at Home -	6	-	-	-	751	11	5
Her Majesty's Establishments Abroad -	7	-	-	-	2,111	8	6
Wages to Artificers, &c. employed in Her Majesty's Establishments at Home - }	8	-	-	-	37,145	11	5
Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad - }	9	-	-	-	6,700	5	5
Naval Stores, &c. for the Building and Repair of Ships, Docks, &c. - }	10	-	-	-	165,601	7	3
New Works, Improvements, and Repairs in the Yards, &c. - - - - - }	11	-	-	-	2,640	18	1
Medicines and Medical Stores - -	12	4,357	16	1			
Miscellaneous Services - - - - -	18	-	-	-	9,137	6	-
NAVY NON-EFFECTIVE SERVICES:							
Half-Pay to Officers of the Navy and Royal Marines - - - - - }	14	23,137	9	11			
Military Pensions and Allowances -	15	381	3	3			
Civil Pensions and Allowances - -	16	8,811	17	-			
SERVICE OF OTHER DEPARTMENTS:							
Army and Ordnance Departments (Con- veyance of Troops) - - - - - }	17	-	-	-	7,819	5	7
Home Department (Convict Service) -	18	11,513	5	8			
Post-Office Department (Contract Packet Service) - - - - - }	19	13,202	17	4			
		88,534	18	8	273,815	5	5
Balance - -		£. 185,280 6 9					

WE, the Commissioners for Auditing Public Accounts, do hereby certify that this Account
has been examined by the said Commissioners.

ended the 31st March 1846.

(Pursuant to Act 2 Will. 4, c. 40, s. 30.)

*Ordered, by The House of Commons, to be Printed,
1 February 1847.*

35.

Under 1 oz.

EXC

Require

Nava

ended

Acco

Year,

One F

24 F

N A V Y.

RETURN to an ORDER of the Honourable The House of Commons,
dated 19 January 1847;—for,

A COPY “ of the Treasury Minute restricting NAVAL PROMOTION to One Vacancy in Three; the Number of Officers on the List at the Date of the Minute, and the Number on the 30th day of September 1846.”

Admiralty,
1 February 1847. }

J. W. Innes,
for the Chief Clerk.

Ordered, by The House of Commons, to be Printed, 1 February 1847.

COPY of the Admiralty Minute [*there is no Minute of the Treasury on this subject*] restricting NAVAL PROMOTION to One Vacancy in Three; the Number of Officers on the List at the Date of the Minute, and the Number on the 30th day of September 1846.

27 February 1830.—At the Board,

Present, Viscount Melville, Sir George Cockburn, Sir Henry Hotham, Sir George Clerk,
Viscount Castlereagh.

THEIR Lordships having taken into consideration the state of the Half-Pay List, and being desirous of operating its gradual reduction in time of peace,

Resolve, That from this date no promotion (except for special brilliant service) shall be made in any rank of commission officers (save flag officers), except in the proportion of one promotion for every three vacancies which may be made by the removal by death, dismissal, or other cause, of officers from the effective lists of each rank kept at this office; death or court-martial vacancies, liable to be filled by commanders in chief abroad, not being reckoned.

Promotion being thus limited, their Lordships deem it necessary that a control in some degree corresponding should be placed upon the original entry of young gentlemen into the service; they therefore resolve, that in future all appointments of volunteers of the first class shall be made directly by their Lordships.

Their Lordships direct that these regulations be communicated to the commanders in chief on foreign stations, with an observation that they do not alter the authority vested in them of appointing by commissions to death or court-martial vacancies; but that they do apply to the subsequent vacancies which may be occasioned by the promotion of an officer into an actual death or court-martial vacancy, and that such subsequent vacancies are to be filled up only by acting orders, as in the case of invaliding vacancies.

(signed) J. W. Croker.

NUMBER of OFFICERS on the LIST of the ROYAL NAVY, on the 27th February 1830,
and on the 30th September 1846.

	1830.	1846.
Flag officers - - - - -	171	139
Ditto, superannuated - - - - -	24	—
Retired captains - - - - -	14	2
Captains - - - - -	858	730
Retired captains, under Order in Council of 1840 - - - - -	-	48
Commanders - - - - -	918	855
Retired commanders, under Order in Council of 1816 - - - - -	100	100
Ditto - - - - - ditto - - - - - 1830 - - - - -	-	195
Ditto - - - - - from the Masters' List - - - - -	-	41
Lieutenants - - - - -	3,550	2,538
Masters - - - - -	523	437
Inspectors of hospitals and fleets - - - - -	-	9
Physicians - - - - -	12	2
Deputy inspector of hospitals and fleets - - - - -	-	19
Surgeons - - - - -	793	644

N A V Y.

**A COPY of the Admiralty Minute restricting
NAVAL PROMOTION to One Vacancy in
Three; &c.**

(Sir Charles Napier.)

**Ordered, by The House of Commons, to be Printed,
1 February 1847.**

A RET

A

A

Vi

Re

Cap

Com

Lieut

Lieute

Admiralty,
5 February 184

N A V Y.

**A RETURN of the Number of COMMISSIONED
OFFICERS of all Grades on the NAVY LIST,
on the 1st January 1816.**

(Sir Charles Napier.)

**Ordered, by The House of Commons, to be Printed,
10 February 1847.**

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 5 March 1847 ;—for,

A RETURN “of all VESSELS that have been purchased since 1830 into the ROYAL NAVY,
including those condemned under the Acts relative to the Slave Trade, stating the Tonnage, and
the Price paid for each, distinguishing the Amount paid for the Hull and for the Stores.”

Date of Payment.	NAME OF VESSEL.	Tonnage.	Amount Paid		TOTAL Paid for each Vessel.
			For Hull.	For Stores.	
1830: August 7	Neptune (captured smuggling vessel).	- -	£. s. d.	£. s. d.	£. s. d.
			(There are no means in office of furnishing this information.)		137 17 -
” - 20	George IV., steam-vessel (afterwards “Hermes.”)	733	- -	- -	24,977 9 4
	Duke of York, steam-vessel (afterwards “Messenger.”)	733	- -	- -	
Sept. - 8	Cerus (afterwards “Ceres”)	25	- -	- -	430 - -
1831: Feb. - 22	Dos Amigos, brigantine (afterwards “Fair Rosamond.”)	172	- -	- -	609 - -
Oct. - 25	Courier (afterwards “Monkey”)	68	- -	- -	818 - -
Dec. - 5	Pantalon, yacht	323	- -	- -	8,790 - -
1834: June - 17	Marco Bazzaris, American steam-vessel (afterwards “Fairy.”)	130	- -	- -	519 - 10
Nov. - 15	Water-Witch	319	3,656 - -	- -	3,656 - -
1835: June - 20	Violet	46	- -	- -	369 12 2
August 24	Constitution, schooner	- -	- -	- -	207 19 2
1837: July - 27	Colonsay, steam-vessel (afterwards “Urgent.”)	563	- -	- -	26,000 - -
August 7	Belfast, steam-vessel (afterwards “Prospero.”)	244	- -	- -	11,000 - -
1838: Midsummer Quarter.	Bull Frog	90	- -	- -	260 - -
July - 7	Sir Charles Adam, steam-vessel (afterwards “Toronto.”)	342 $\frac{1}{2}$	- -	- -	5,420 9 1
” - 21	Experiment, steam-vessel	220	- -	- -	3,665 3 2
1839: April 30	Traveller, steam-vessel	335	- -	- -	7,363 12 9
Oct. - 18	Montreal, schooner	145	- -	- -	1,009 - -
1840: May - 27	Carolina, slave brigantine (afterwards “Fawn.”)	169	- -	- -	834 6 10
1841: July - 12	Speedwell	73	- -	- -	900 - -
” - 9	Mary Gordon (afterwards “Royalist.”)	249 $\frac{1}{2}$	- -	- -	7,200 - -
1840: Dec. - 23	Emilia, Brazilian slave vessel	123	- -	- -	332 2 -
1842: Jan. - 22	Josephina, slave vessel (afterwards “Prompt.”)	61	- -	- -	450 6 -
1843: June - 14	Escorpio, slave brig	280	- -	- -	400 - -
Aug. - 21	Corina, Peruvian bark	- -	- -	- -	1,042 14 2
June - 22	Mermaid, steam-vessel (afterwards	164	- -	- -	5,806 2 -

Date of Payment.	NAME OF VESSEL.	Tonnage.	Amount Paid		TOTAL Paid for each Vessel.
			For Hull.	For Stores.	
1844:			£. s. d.	£. s. d.	£. s. d.
Jan. - 27	Princess Alice, steam-vessel -	270	- - -	- - -	11,350 - -
April - 23	Progresso, slave vessel -	140	- - -	- - -	170 - -
Oct. - 11	Slave vessel, captured by H. M. S. "Madagascar" (name unknown).	40	- - -	- - -	92 15 -
Dec. - 30	Pacific - - - - -	- -	- - -	- - -	600 - -
1845:					
July - 17	Captured slave vessel, name un- known (afterwards "Prompt.")	130 ¹⁶²¹ / ₃₅₀₀	- - -	- - -	300 - -
Oct. - 22	Delaware, brigantine (afterwards "Victoria.")	- -	- - -	- - -	776 5 -
1846:					
March 12	Research - - - - -	40	- - -	- - -	350 - -
April - 3	Castlereagh - - - - -	93	- - -	- - -	640 12 6
Dec. - 5	Kestrel, yacht - - - - -	202	- - -	- - -	2,727 - -
1847:					
Feb. - 13	Ondine, steam-vessel - - -	- -	- - -	- - -	10,936 - -

Admiralty, }
10 May 1847. }

J. T. Briggs,
Account^t Gen^l of the Navy.

NAVY.

A RETURN of all VESSELS that have been purchased since 1830 into the ROYAL NAVY, including those condemned under the Acts relative to the Slave Trade, stating the Tonnage, and the Price paid for each.

(Captain Pechell.)

Ordered, by The House of Commons, to be Printed,
20 May 1847.

NAVY OFFICERS.

RETURN to an ORDER of the Honourable the House of Commons,
dated 4 February 1847 ;—for,

A RETURN “ of NAVY OFFICERS who have Died, been Dismissed the Service, and Promoted, between the 27th day of February 1830 and the 30th day of September 1846 ; likewise a RETURN of OFFICERS Promoted for Special Brilliant Services, and those Promoted to Death or Court Martial Vacancies, by Commanders-in-Chief Abroad.”

Admiralty, }
23 February 1847. }

H. F. AMEDROZ,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 24 February 1847.

A RETURN of NAVY OFFICERS who have Died, been Dismissed the Service, and Promoted, between the 27th February 1830 and the 30th September 1846.

	DIED.	Dismissed or Removed the Service.	Removed by Promotion to higher Ranks.	Total Removals.	Promotions.
Flag Officers - - -	245	- - -	- - -	245	189
Captains - - -	316	4	189	509	365
Captains retired under O. C. 1840.	24	- - -	- - -	24	24
Commanders - - -	315	6	389	710	685
Captains retired under O. C. 1816.	161	- - -	- - -	- - -	161
Commanders retired under O. C. 1830.	143	- - -	- - -	- - -	207
Lieutenants - - -	1,049	65	1,153	2,267	1,224
Masters - - -	309	20	- - -	329	234
Surgeons - - -	380	10	- - -	390	259
Paymasters and Pursers -	379	2	- - -	381	176

A RETURN of OFFICERS Promoted for Special Brilliant Services, and those Promoted to Death or Court Martial Vacancies, by Commanders-in-Chief Abroad, within the same Period.

	For Special Brilliant Services.	Special by Board and General Promotions.	In Death or Court Martial Vacancies.	
Captains - - - -	47	212	3	—
Commanders - - -	112	375	19	—
Lieutenants - - -	127	319	115	3
Masters - - - -	23	135	14	—
Surgeons - - - -	16	148	11	—

NAVY OFFICERS.

A RETURN of NAVY OFFICERS who have Died,
been Dismissed, and been Promoted, between
27 February 1830 and 30 September 1846.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
24 February 1847.*

NAVY.

RETURN to an Order of the Honourable The House of Commons,
dated 5 March 1847;—for,

A RETURN “ of the Number of Boys of the FIRST and SECOND CLASS for General Service received on Board the several Flag Ships at *Portsmouth* and *Devonport*, during the several Months of August, September, October, November and December 1846; distinguishing those who have not been entered under the Regulation of the Admiralty Memorandum of the 25th day of May 1841, with the Number of such Boys so entered who have been supplied with Slop Clothing.”

RETURN of Boys of the FIRST and SECOND CLASS for General Service received on Board the several Flag Ships at *Portsmouth* and *Devonport*, during the Months of August, September, October, November and December 1846.

		Boys, 1st Class.		Boys, 2d Class.		Number not entered under Regulation of the Admiralty Memorandum of 25 May 1841.				
		Number received.	Number to whom Slops have been issued.*	Number received.	Number to whom Slops have been issued.*	Boys of 1st Class.	Number to whom Slops have been issued.*	Boys of 2d Class.	Number to whom Slops have been issued.*	
Ship " ST. VINCENT," at Portsmouth :										
August.										
September.										
October - - -	11	9	32	11						
November - - -	141	92	85	45						
December - - -	-	-	-	-	93	15	14	2		
Total Boys, 1st Class	245	116	117	56	93	15	14	2		
Total Boys, 2d Class	131	58	St. Vincent, Portsmouth, } 18 March 1847. }				Alex. Milne, Captain.			
GRAND TOTAL -	376	174								
Ship " VICTORY," at Portsmouth :										
August - - -	49	5	44	4						
September - - -	30	15	22	14						
October - - -	-	-	12							
November.										
December - - -	130	63	9	1						
Total Boys, 1st Class	209	83	87	19						
Total Boys, 2d Class	87	19	John Pasco, Captain.							
GRAND TOTAL -	296	102								
Ship " QUEEN," at Devonport :										
August.										
September.										
October - - -	5	-	16							
November - - -	1									
December - - -	75	63	25	22						
Total Boys, 1st Class	81	63	41	22						
Total Boys, 2d Class	41	22	Captain. (On Admiralty leave.)							L. B. Dickson, Senior Lieutenant.
GRAND TOTAL -	122	85								
Ship " CALEDONIA," at Devonport :										
August - - -	27	21	42	24						
September - - -	6	6	1	1						
October - - -	35	30	26	24						
November - - -	45	23	44	34	10					
December - - -	164	86	58	46	16	2				
Total Boys, 1st Class	277	166	171	129	26	2				
Total Boys, 2d Class	171	129	Manley H. Dixon, Captain.							
GRAND TOTAL -	448	295								

N A V Y.

RETURN of the Number of Boys of the First and
SECOND CLASS for General Service received on
Board the several Flag Ships at *Portsmouth* and
Devonport, during the several Months of August,
September, October, November and December
1846.

(*Captain Pechell.*)

Ordered, by The House of Commons, to be Printed,
19 March 1847.

BOYS (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 31 March 1847;—for,

**A RETURN “of Boys Entered on board HER MAJESTY’S SHIPS or VESSELS of
WAR, from the 1st day of January to the 31st day of December 1846.”**

Admiralty, }
13 May 1847. }

H. F. AMEDROZ,
Chief Clerk.

**BOYS Entered on board HER MAJESTY’S SHIPS and VESSELS of WAR, from the
1st day of January to the 31st day of December 1846.**

First Class Boys, entered Navy for first time	-	-	-	2,521
“ “ “ second time	-	-	-	283
Second Class Boys, entered Navy for first time	-	-	-	1,972
“ “ “ second time	-	-	-	140
TOTAL	-	-	-	<u>4,916</u>

From whence obtained :

Greenwich Royal Naval Asylum	-	-	-	-	60
Marine Society School	-	-	-	-	50
Other sources	-	-	-	-	4,806
TOTAL	-	-	-	-	<u>4,916</u>

Could write and read	-	-	-	-	-	1,519
“ write or read only	-	-	-	-	-	804
“ neither read nor write	-	-	-	-	-	1,402
Good scholars	-	-	-	-	-	259
Doubtful	-	-	-	-	-	350
TOTAL	-	-	-	-	-	<u>4,334</u>

582 supernumerary,
unknown.

TOTAL BOYS - - - 4,916

Petty Officers, Seamen or Boys, invalided	-	-	-	-	*228
“ “ “ discharged	-	-	-	-	*2,355
“ “ “ deserted	-	-	-	-	2,382
“ “ “ deaths	-	-	-	-	418
TOTAL	-	-	-	-	<u>5,383</u>

* These numbers are for the Home Ports only.

BOYS (NAVY).

**A RETURN of Boys Entered on board Her
MAJESTY'S SHIPS or VESSELS of WAR, from
the 1st day of January to the 31st day of
December 1846.**

(Mr. Hume.)

**Ordered, by The House of Commons, to be Printed,
20 May 1847.**

A C
C
C

==
==

(Conf

S
I A
their
Her M
is to
appro

Sin

Sin
Harbo

T
Sin
"Cap

CORPORAL PUNISHMENTS (ARMY).

RETURN to Two ORDERS of the Honourable the House of Commons, dated respectively
13 August 1846 and 20 January 1847 ;—for,

A RETURN “ of Persons FLOGGED in the ARMY in *Great Britain and Ireland*, in the Years 1845 and 1846, to the end of July; specifying the Offence, the Regiment, the Place of Station, the Time, the Sentence, and the Number of Lashes inflicted.”

(Mr. Escott.)

A RETURN “ of the Number of CORPORAL PUNISHMENTS which have been inflicted in the ARMY since the last Parliamentary Returns, up to the latest Period at which they can be furnished.”

(Dr. Bowring.)

Ordered, by The House of Commons, to be Printed, 19 February 1847.

A RETURN of Persons FLOGGED in the ARMY in *Great Britain and Ireland*, in the Years 1845 and 1846, to the end of July; specifying the Offence, the Regiment, the Place of Station, the Time, the Sentence, and the Number of Lashes inflicted.

REGIMENTS	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
1st Life Guards -	None.					
2d Life Guards -	None					
Royal Horse Gds.	None.					
1st Dragoon Gds.	1	Insubordination - - - -	Exeter - - -	1845	150	100
	1	Making away with necessaries -	Exeter - - -	1846	100	100
	1	Drunk on the march - - -	Birmingham - -	1846	150	150
	1	Drunk on the march - - -	Birmingham - -	1846	150	100
	1	Insubordination - - - -	Birmingham - -	1846	150	150
2d Dragoon Guards	None.					
3d Dragoon Gds.	1	Making away with necessaries -	Ballincollig - -	1845	100	50
	1	- - Insubordination, absence without leave, and making away with necessaries.	Edinburgh - -	1846	150	100
4th Dragoon Gds.	1	Violence to superiors - - -	Cahir - - -	1845	150	150
	1	Violence to superiors - - -	Cahir - - -	1845	150	150
	1	Disgraceful Conduct (theft) - -	Cahir - - -	1845	150	130
	1	Drunk on the march - - -	Dundalk - - -	1845	100	100
	1	Insubordination - - - -	Edinburgh - -	1845	100	100
	1	- - Drunk on duty and insubordination.	Edinburgh - -	1845	100	100
	1	Insubordination - - - -	Edinburgh - -	1845	100	100
	1	Drunk on parade - - -	Nottingham - -	1846	100	100
5th Dragoon Gds.	None.	Drunk on the march - - -	Nottingham - -	1846	100	100
		Drunk on the march - - -	Nottingham - -	1846	100	100
		Drunk on the march - - -	Nottingham - -	1846	100	100
		Drunk on the march - - -	Nottingham - -	1846	100	100
6th Dragoon Gds.	1	Drunkenness on duty - - -	Manchester - -	1845	150	50
7th Dragoon Gds. Depôt.	None.					
1st Dragoons -	1	Violence to superiors - - -	Dublin - - -	1845	150	150
	1	Drunkenness on duty - - -	Dundalk - - -	1845	150	39

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
4th Dragoons -	1	- - Drunkenness and violence to superiors.	Ipswich - - -	1845	100	100
	1	Insubordination - - -	Norwich - - -	1845	150	150
	1	Violence to superiors - - -	Hounslow - - -	1845	150	150
	1	Disgraceful conduct (theft) - - -	Hounslow - - -	1845	150	150
	1	Insubordination - - -	Hounslow - - -	1846	150	150
	1	Violence to superiors - - -	Hounslow - - -	1846	150	150
	1	Insubordination - - -	Hounslow - - -	1846	100	100
6th Dragoons -	1	Violence to superiors - - -	Newport - - -	1845	150	150
	1	Drunkenness on duty - - -	Birmingham - - -	1845	100	95
	1	Disgraceful conduct - - -	Birmingham - - -	1845	100	100
7th Dragoons -	1	- - Disgraceful conduct and making away with necessaries.	Norwich - - -	1845	150	150
	1	Disgraceful conduct - - -	Norwich - - -	1846	150	150
	1	Violence to superiors - - -	Hounslow - - -	1846	150	150
	1	Insubordination - - -	Hounslow - - -	1846	100	100
8th Dragoons -	None.					
9th Drgns. Depôt	None.					
10th Drgns. Depôt	None.					
11th Dragoons -	1	Disgraceful conduct (theft) - - -	Dundalk - - -	1845	150	150
12th Dragoons -	None.					
13th Dragoons -	1	Drunkenness on duty - - -	Brecon - - -	1845	100	100
	1	Drunkenness on duty - - -	Brecon - - -	1845	100	100
	1	- - Making away with necessaries and disgraceful conduct.	Cahir - - -	1846	150	150
14th Drgns. Depôt	None.					
15th Drgns. Depôt	None.					
16th Drgns. Depôt	1	Insubordination - - -	Maidstone - - -	1846	100	100
17th Dragoons -	None.					
Grenadier Guards	None.					
Coldstream Gds. -	1	Disgraceful conduct (theft) - - -	Winchester - - -	1845	150	130
	1	- - Desertion, making away with necessaries, and disgraceful conduct.	London - - -	1846	150	150
	1	Violence to superiors - - -	London - - -	1846	150	150
	1	Disgraceful conduct - - -	London - - -	1845	100	100
	1	Insubordination - - -	Windsor - - -	1845	100	100
	1	Insubordination - - -	Windsor - - -	1845	100	100
Scots Fusilier Gds.	1	Insubordination - - -	Winchester - - -	1845	100	100
1st Foot, 1st Battalion Depôt.	1	Disgraceful conduct - - -	Nenagh - - -	1845	150	36
1st Foot, 2d Battalion.	1	Insubordination - - -	Enniskillen - - -	1845	150	150
	1	Disgraceful conduct (theft) - - -	Barbadoes - - -	1845	150	125
	1	- - Violence to superiors and disgraceful conduct.	Barbadoes - - -	1845	150	150
	1	Insubordination - - -	Barbadoes - - -	1845	100	100
	1	Insubordination - - -	Barbadoes - - -	1845	150	100
	1	Disgraceful conduct (theft) - - -	Barbadoes - - -	1845	150	150
	1	Insubordination - - -	Barbadoes - - -	1845	100	50
	1	Insubordination - - -	Barbadoes - - -	1845	150	150
	1	Disgraceful conduct - - -	Edinburgh - - -	1846	150	50
	1	Drunkenness on duty - - -	Bombay - - -	1845	150	150
2d Foot -	1	Drunkenness on duty - - -	Bombay - - -	1845	150	150
	1	- - Violence to superiors and insubordination, &c.	Winchester - - -	1846	100	100
	1	Violence to superiors - - -	Winchester - - -	1846	150	150
	1	Drunkenness on duty - - -	Chichester - - -	1845	100	100
3d Foot -	1	Insubordination - - -	Chichester - - -	1845	150	50
	1	Drunkenness on duty - - -	Chichester - - -	1845	100	50
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	150	150
	1	Disgraceful conduct - - -	Winchester - - -	1845	150	100
	1	- - Insubordination and disgraceful conduct.	Gosport - - -	1846	150	150

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
5th Foot -	1	Disgraceful conduct (theft) - -	Belfast - -	1845	150	100
	1	Drunk on duty and insubordination	Enniskillen - -	1845	150	100
	1	Insubordination - - - -	Enniskillen - -	1846	150	150
	1	Violence to superiors - - -	Enniskillen - -	1845	150	150
	1	Insubordination - - - -	Enniskillen - -	1845	150	150
	1	Disgraceful conduct (theft) - -	Templemore - -	1846	150	150
6th Foot -	1	Violence to superiors - - -	Dublin - - -	1845	150	150
	1	Drunkenness on duty - - -	Mullingar - -	1845	150	75
	1	-- Drunk on the march and insubordination.	Mullingar - -	1845	150	150
7th Foot Depôt -	None.	Violence to superiors - - -	Mullingar - -	1845	150	150
13th Foot -	1	Making away with necessaries -	Walmer - - -	1845	100	100
	1	Making away with necessaries -	Walmer - - -	1845	100	100
	1	Insubordination - - - -	Walmer - - -	1845	150	150
	1	Disgraceful conduct - - - -	Walmer - - -	1845	150	150
	1	Insubordination - - - -	Walmer - - -	1845	150	150
	1	Disgraceful conduct - - - -	Walmer - - -	1845	150	150
	1	Disgraceful conduct - - - -	Walmer - - -	1846	150	150
	1	Insubordination - - - -	Walmer - - -	1846	150	150
	1	Making away with necessaries -	Walmer - - -	1846	100	None.
	1	Insubordination - - - -	Walmer - - -	1846	100	100
	1	Insubordination - - - -	Walmer - - -	1846	100	100
	1	Making away with necessaries -	Walmer - - -	1846	100	100
	1	-- Disgraceful conduct and making away with necessaries.	Walmer - - -	1846	150	150
14th Foot Depôt -	1	Insubordination - - - -	Walmer - - -	1846	100	None.
	1	Insubordination - - - -	Walmer - - -	1846	150	150
	1	Insubordination - - - -	Walmer - - -	1846	150	150
	1	Insubordination - - - -	Portsmouth - -	1846	150	150
	1	Insubordination - - - -	Dover - - -	1845	150	150
15th Foot Depôt -	None.					
16th Foot Depôt	1	-- Habitual drunkenness and insubordination.	Buttevant - -	1845	150	150
19th Foot Depôt -	1	Violence to superiors - - -	Buttevant - -	1846	150	150
	1	Violence to superiors - - -	Boyle - - -	1846	150	100
26th Foot -	1	Drunk on the march - - - -	Belfast - - -	1845	100	100
	1	Disgraceful conduct - - - -	Belfast - - -	1845	150	150
	1	Violence to superiors - - -	Belfast - - -	1845	150	150
	1	Disgraceful conduct (theft) - -	Belfast - - -	1845	150	150
	1	Drunk on the march - - - -	Belfast - - -	1846	100	100
	1	Drunk on the march - - - -	Belfast - - -	1846	100	100
27th Foot Depôt -	1	Insubordination - - - -	Enniskillen - -	1846	150	150
	1	Violence to superiors - - -	Guernsey - -	1846	100	100
30th Foot -	1	Insubordination - - - -	Limerick - -	1845	150	50
	1	Insubordination - - - -	Limerick - -	1845	150	150
	1	Drunk on the march - - - -	Limerick - -	1845	100	100
	1	Drunk on the march - - - -	Castlebar - -	1845	100	75
	1	Drunk on the march - - - -	Castlebar - -	1845	100	100
	1	Drunk on the march - - - -	Castlebar - -	1845	100	100
	1	Drunk on the march - - - -	Castlebar - -	1845	100	100
	1	Insubordination - - - -	Castlebar - -	1845	100	100
	1	Insubordination - - - -	Castlebar - -	1845	150	100
	1	Insubordination - - - -	Castlebar - -	1845	150	150
	1	Drunk on the march - - - -	Galway - - -	1845	100	100
	1	Drunk on the march - - - -	Galway - - -	1845	100	100
	1	Drunk on the march - - - -	Galway - - -	1845	100	100
	1	Drunk on the march - - - -	Castlebar - -	1846	100	100
	1	Drunk on the march - - - -	Castlebar - -	1846	150	150
33d Foot Depôt -	1	Violence to superiors - - -	Clonmel - -	1846	150	136
34th Foot Depôt -	1	Drunk on the march - - -	Cashel - - -	1845	100	75
35th Foot Depôt -	1	Disgraceful conduct - - - -	Kinsale - - -	1846	150	150
	1	Violence to superiors - - -	Charlemont - -	1845	150	125
	1	Disgraceful conduct (theft) - -	Newcastle-on-Tyne -	1845	150	150
	1	-- Disgraceful conduct and making away with necessaries.	Newcastle-on-Tyne -	1845	150	150
	1	Making away with necessaries	Templemore - -	1845	100	100

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
37th Foot -	1	Insubordination - - -	Gosport - - -	1845	100	75
	1	Insubordination - - -	Gosport - - -	1845	100	100
	1	Violence to superiors - - -	Gosport - - -	1845	150	125
	1	Insubordination - - -	Gosport - - -	1845	150	150
	1	Violence to superiors - - -	Gosport - - -	1845	150	100
	1	Violence to superiors - - -	Carmarthen - - -	1845	150	150
	1	Insubordination - - -	Gosport - - -	1845	100	50
	1	Drunkenness on duty - - -	Carmarthen - - -	1845	100	100
	1	Drunkenness on duty - - -	Carmarthen - - -	1845	100	100
	1	Drunkenness on duty - - -	Carmarthen - - -	1845	100	100
	1	Disgraceful conduct - - -	Gosport - - -	1845	150	150
	1	Disgraceful conduct - - -	Gosport - - -	1845	150	125
	1	Disgraceful conduct (theft) - - -	Gosport - - -	1845	100	100
	1	Insubordination - - -	Newport - - -	1846	150	150
	1	Disgraceful conduct - - -	Newport - - -	1846	150	150
	1	Making away with necessaries - - -	Newport - - -	1846	100	100
	1	Disgraceful conduct - - -	Newport - - -	1846	150	14
38th Foot Depôt	1	Drunkenness on duty - - -	Boyle - - -	1845	100	100
	1	Insubordination - - -	Enniskillen - - -	1845	100	100
	1	Making away with necessaries - - -	Londonderry - - -	1845	100	100
40th Foot -	1	Making away with necessaries - - -	Dover - - -	1846	150	150
	1	Making away with necessaries - - -	Canterbury - - -	1846	100	100
	1	Making away with necessaries - - -	Canterbury - - -	1846	100	100
	1	Making away with necessaries - - -	Canterbury - - -	1846	100	100
	1	Disgraceful conduct (theft) - - -	Canterbury - - -	1846	150	150
	1	Disgraceful conduct - - -	Canterbury - - -	1846	150	50
	1	Disgraceful conduct - - -	Canterbury - - -	1846	150	13
41st Foot -	1	Violence to superiors - - -	Dublin - - -	1845	150	102
	1	Making away with necessaries - - -	Dublin - - -	1845	100	50
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Disgraceful conduct - - -	Dublin - - -	1845	150	150
	1	Making away with necessaries - - -	Dublin - - -	1845	150	150
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Insubordination - - -	Dublin - - -	1846	100	100
	1	Making away with necessaries - - -	Dublin - - -	1846	100	100
	1	Making away with necessaries - - -	Dublin - - -	1846	100	100
	1	Making away with necessaries - - -	Dublin - - -	1846	75	75
	1	Making away with necessaries - - -	Dublin - - -	1846	100	100
43d Foot -	1	Disgraceful conduct (theft) - - -	Dover - - -	1846	150	150
44th Foot -	1	Making away with necessaries - - -	Dublin - - -	1845	100	100
	1	Making away with necessaries - - -	Dublin - - -	1845	100	None.
	1	Disgraceful conduct - - -	Dublin - - -	1846	150	150
	1	Making away with necessaries - - -	Armagh - - -	1846	150	150
	1	- - Violence to superiors and making away with necessaries. - - -	Newry - - -	1846	150	150
46th Foot Depôt -	1	Disgraceful conduct - - -	Armagh - - -	1846	150	150
	None.					
47th Foot -	1	Insubordination - - -	Stockport - - -	1845	150	100
	1	Disgraceful conduct, &c. - - -	Liverpool - - -	1845	150	150
	1	Insubordination - - -	Castletown, Isle of Man - - -	1845	150	150
	1	Insubordination - - -	Blackburn - - -	1845	150	150
48th Depôt -	None.					
	1	Disgraceful conduct - - -	Devonport - - -	1845	150	150
	1	Violence to superiors - - -	Devonport - - -	1845	150	150

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
49th Foot (continued.)	1	Drunk on the march - - -	Athlone - - -	1845	100	100
	1	Drunk on the march - - -	Athlone - - -	1845	100	100
	1	Drunk on the march - - -	Longford - - -	1845	50	50
	1	Drunk and riotous in billets - -	Longford - - -	1845	100	100
	1	Drunkenness on duty - - -	Mohill - - -	1846	100	100
	1	Drunkenness on duty - - -	Castlebar - - -	1846	100	75
	1	Drunk on the march - - -	Castlebar - - -	1846	100	100
	1	Making away with necessaries -	Galway - - -	1846	150	150
52d Foot Dépôt -	None.	Making away with necessaries -	Castlebar - - -	1846	100	100
54th Foot Dépôt -	None.					
55th Foot	1	Making away with necessaries -	Chichester - - -	1845	100	100
	1	Insubordination - - -	Chichester - - -	1845	150	150
	1	Insubordination - - -	Chichester - - -	1845	150	50
	1	Making away with necessaries -	Winchester - - -	1845	100	50
	1	Insubordination, &c. - - -	Winchester - - -	1845	150	150
	1	- - Insubordination, and making away with necessaries.	Winchester - - -	1845	150	150
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	100	100
	1	Violence to superiors - - -	Winchester - - -	1845	150	150
	1	Making away with necessaries -	Winchester - - -	1845	100	100
	1	Insubordination - - -	Winchester - - -	1845	150	125
	1	Making away with necessaries -	Devonport - - -	1845	100	100
	1	Disgraceful conduct - - -	Devonport - - -	1845	150	150
	1	Making away with necessaries, &c. -	Devonport - - -	1845	100	100
	1	- - Insubordination, and making away with necessaries.	Devonport - - -	1845	150	150
	1	Making away with necessaries, &c. -	Devonport - - -	1845	150	150
	1	Making away with necessaries -	Devonport - - -	1846	100	100
	1	Disgraceful conduct (theft) - -	Devonport - - -	1846	150	100
	1	Making away with necessaries -	Devonport - - -	1846	100	100
	1	- - Violence to superiors, and making away with necessaries, &c. -	Devonport - - -	1846	200	150
56th Foot	1	Making away with necessaries -	Bury - - -	1845	150	150
	1	Disgraceful conduct - - -	Weedon - - -	1845	150	150
59th Foot	1	Disgraceful conduct - - -	Portsmouth - - -	1845	150	100
	1	Violence to superiors - - -	Portsmouth - - -	1845	150	150
	1	Making away with necessaries -	Portsmouth - - -	1845	150	75
	1	Making away with necessaries -	Portsmouth - - -	1845	150	150
	1	Making away with necessaries -	Portsmouth - - -	1845	150	150
	1	Making away with necessaries -	Portsmouth - - -	1845	150	100
	1	Making away with necessaries -	Portsmouth - - -	1845	150	150
	1	Making away with necessaries -	Portsmouth - - -	1845	150	125
60th Foot, 2d Battalion Dépôt.	1	Disgraceful conduct - - -	Portsmouth - - -	1845	150	150
	1	Insubordination - - -	Aberdeen - - -	1845	100	100
64th Foot	1	Insubordination - - -	Northampton - - -	1845	150	150
	1	Insubordination, &c. - - -	Dublin - - -	1846	150	150
	1	Insubordination, &c. - - -	Dublin - - -	1846	150	150
	1	Violence to superiors - - -	Kilkenny - - -	1846	150	150
66th Foot Dépôt -	None.					
67th Foot	1	Making away with necessaries -	Dublin - - -	1845	100	100
	1	Making away with necessaries -	Dublin - - -	1845	100	100
	1	Making away with necessaries -	Dublin - - -	1845	100	100
	1	Making away with necessaries -	Dublin - - -	1845	100	100
	1	Insubordination - - -	Cork - - -	1846	150	150
68th Foot	1	- - Making away with necessaries, and insubordination.	Deal - - -	1845	150	150
	1	Drunkenness on duty, &c. - - -	Deal - - -	1845	150	114
	1	Insubordination - - -	Portsmouth - - -	1845	150	150
	1	Insubordination - - -	Portsmouth - - -	1845	150	125
69th Foot	1	- - Drunk on the march, and insubordination.	Maryborough - - -	1845	100	100
	1	- - Insubordination and disgraceful conduct.	Leeds - - -	1846	150	150
70th Foot	1	Insubordination - - -	Dublin - - -	1845	150	150
	1	Disgraceful conduct (theft) - -	Dublin - - -	1846	150	150
	1	Making away with necessaries -	Dublin - - -	1846	150	150
72d Foot Dépôt -	None.					

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
					<i>Lashes.</i>	
73d Foot Depôt	1	Disgraceful conduct (theft)	Cork	1846	100	100
	1	Disgraceful conduct (theft)	Cork	1846	150	150
	1	Insubordination	Buttevant	1846	150	150
74th Foot -	1	Disgraceful conduct (theft)	Canterbury	1845	150	150
	1	Insubordination	Canterbury	1845	200	200
	1	Insubordination	Gosport	1845	200	200
	1	Violence to superiors	Portsmouth	1846	150	None.
	1	Insubordination	Portsmouth	1846	150	150
75th Foot -	1	Disgraceful conduct (theft)	Newport	1845	100	50
	1	Drunkenness on duty	Newport	1845	100	50
	1	Drunkenness on duty	Newport	1845	100	50
	1	Making away with necessaries	Newport	1845	150	150
	1	Drunk on the march	Carmarthen	1845	100	100
	1	Drunk on the march	Pater	1845	100	100
	1	Drunk on the march	Birr	1845	100	63
	1	Drunkenness on duty	Birr	1845	100	75
	1	Drunk on the march	Birr	1845	100	50
	1	Drunkenness on duty	Birr	1845	100	45
	1	Drunk on the march	Birr	1845	100	75
	1	Drunkenness on duty	Birr	1845	100	75
	1	Drunk on the march	Birr	1845	100	75
	1	Drunk on the march	Birr	1845	100	35
	1	Drunk on the march	Birr	1845	100	100
	1	Drunk on the march	Birr	1845	100	60
	1	Insubordination	Birr	1845	100	75
	1	Drunkenness on duty	Birr	1846	100	70
	1	Drunk on the march	Athlone	1846	100	70
	1	Disgraceful conduct (theft)	Athlone	1846	150	50
76th Foot -	1	Violence to a superior	Portsmouth	1845	150	150
	1	Making away with necessaries	Portsmouth	1845	100	100
	1	Making away with necessaries	Portsmouth	1845	100	50
	1	Disgraceful conduct (theft)	Portsmouth	1845	150	100
77th Foot Depôt	1	Insubordination	Athlone	1845	150	150
	1	Insubordination	Templemore	1845	100	100
	1	Disgraceful conduct (theft)	Templemore	1845	150	150
	1	Disgraceful conduct (theft)	Templemore	1845	150	150
	1	Disgraceful conduct	Templemore	1846	150	150
	1	Disgraceful conduct (theft)	Templemore	1846	150	75
	1	Insubordination	Cork	1846	150	150
	1	Making away with necessaries, &c.	On board ship	1846	150	100
	1	Making away with necessaries, &c.	On board ship	1846	150	100
79th Foot Depôt -	1	Violence to superiors	Belturbet	1846	150	150
81st Foot Depôt	1	Disgraceful conduct	Jersey	1846	100	100
	1	Violence to superiors	Jersey	1846	150	150
82d Foot Depôt -	None.					
83d Foot -	1	- - Disgraceful conduct and insubordination.	Leeds	1845	150	150
	1	Insubordination	Leeds	1845	150	100
	1	Insubordination	Manchester	1845	150	150
	1	Insubordination	On the march	1845	100	100
	1	Insubordination	Cahir	1845	150	150
	1	Disgraceful conduct, &c. (theft)	Cahir	1845	150	150
	1	Drunk on the march	Limerick	1846	100	100
	1	Making away with necessaries	Limerick	1846	100	100
	1	Insubordination	Limerick	1846	150	150
	1	Insubordination, &c.	Limerick	1846	150	150
85th Foot	1	Drunk on the march	Buttevant	1846	100	100
	1	Drunk on the march	Buttevant	1846	100	100
87th Foot -	None.					
88th Foot Depôt	1	- - Drunkenness on duty and insubordination.	Boyle	1846	100	100
	1	Disgraceful conduct	Ballinrobe	1846	150	50
	1	Disgraceful conduct	Ballinrobe	1846	150	50

Provisional Battalion of Depôts :

Depôt Battalion :

92d
93d
95th
Rif
B

RETURN of the Number of CORPORAL PUNISHMENTS in the ARMY in *Great Britain* and *Ireland*, from 1st August 1846 to 31st December 1846; specifying the Offence, the Station, the Period, the Sentence, and the Number of Lashes inflicted.

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
1st Life Guards -	None	None	None	None	None	None.
2d Life Guards -						
Royal Horse Guards -						
1st Dragoon Guards -						
2d " "						
3d " "						
4th " "						
5th " "						
6th " "						
7th " Depôt						
1st Dragoons -						
2d " "						
3d " Depôt						
4th " "						
6th " "						
7th " "						
8th " "						
9th " Depôt	None	None	None	None	None	None.
10th " Depôt						
11th " "						
12th " "						
13th " "						
14th " Depôt						
15th " Depôt						
16th " "						
17th " "						
Grenadier Guards -						
Coldstream Guards -						
Scots Fusilier Guards -						
1st Foot, 1st Battalion	1	Making away with necessaries	Newbridge -	1846.	50 lashes.	25
Depôt -						
1st Foot, 2d Battalion						
2d " "						
3d " "						
5th " "						
6th Foot Reserve Battalion -						
7th Foot Depôt -						
13th Foot -						
14th Foot Depôt -						
15th " "						
16th " "						
19th " "						
26th " "						
27th " Depôt -						
30th " "						
31st " "	None	None	None	None	None	None.
33d " Depôt -						
34th " "						
35th " "						
38th " "						
40th " "						
41st " "						
43d " "						
44th " "						
46th " Depôt -						
47th " "						
48th " Depôt -						
49th " "						
52d " Depôt -						
54th " "						
55th " "						
56th " Reserve Battalion -						
57th Foot -	None	None	None	None	None	None.
59th " "						
60th " 2d Battalion						
Depôt -						
64th Foot -						
66th " Depôt -						
67th " "						

REGIMENTS.	Numbers.	OFFENCE.	STATION.	Period.	Sentence.	Number of Lashes inflicted.
68th Foot - - -	None	- - None - - -	- None -	1846.	None	None.
69th " - - -						
70th " - - -						
72d " Depôt - -						
73d " " - - -						
74th " - - -	1	- Drunk on the march -	Athlone - -	4 Dec.	100 lashes	30
75th Foot - - -				4 Dec.	100 "	25
76th Foot - - -				4 Dec.	100 "	25
77th " Depôt - -	None	- - None - - -	- None -		None	None.
79th " " - - -						
81st " " - - -						
82d " " - - -						
83d " - - -	1	Disgraceful conduct (theft)	Dublin - -	2 Nov.	50 lashes	50
85th " - - -	None	- - None - - -	- None -		None	None.
87th " - - -						
88th " Depôt - -						
89th " " - - -						
90th " " - - -						
92d " - - -						
93d " Depôt - -						
95th " " - - -	None	- - None - - -	- None -		None	None.
1st Battalion Rifle Brigade Depôt - -						
12th Depôt - -						
20th " - - -						
23d " - - -						
36th " - - -						
42d " - - -						
45th " - - -						
71st " - - -						
91st " - - -						
97th " - - -	None	- - None - - -	- None -		None	None.
Rifle Brigade, 2d Battalion - -						
4th Foot - - -						
8th " - - -						
9th " - - -						
10th " - - -						
11th " - - -						
17th " - - -						
18th " - - -						
21st " - - -						
22d " - - -						
24th " - - -						
25th " - - -						
28th " - - -						
29th " - - -						
32d " - - -						
37th " - - -						
39th " - - -						
50th " - - -						
51st " - - -						
53d " - - -						
58th " - - -						
60th " 1st Bat. - -						
61st " - - -						
62d " - - -						
63d " - - -						
65th " - - -						
78th " - - -						
80th " - - -						
84th " - - -						
86th " - - -						
94th " - - -						
96th " - - -						
98th " - - -						
99th " - - -						

CORPORAL PUNISHMENTS (ARMY).

A RETURN of Persons Flogged in the ARMY,
in *Great Britain and Ireland*, in 1845 and 1846,
to the End of July; &c.

(*Mr. Escott.*)

A RETURN of the Number of CORPORAL
PUNISHMENTS inflicted in the ARMY up to the
latest Period at which they can be furnished.

(*Dr. Bowring.*)

Ordered, by The House of Commons, to be Printed,
19 February 1847.

A R

e

C

"A

N

3

N

RETURN of the Number of PERSONS FLOGGED in the BRITISH NAVY in 1845 and 1846, specifying the Name of the Ship, the Offence, the Sentence, and Number of Lashes Inflicted.

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1845 :				
Actæon - - -	Seamen - 8	- - drunkenness, neglect of duty, leaving post, and insubordination.	252	252
	Marines - 2	drunkenness - - - -	67	67
	Boys - 3	dirtyness, insubordination - -	108	108
Acorn - - -	Seamen - 6	- - drunkenness, insubordination, and leaving post.	144	144
	Marines - 0			
	Boys - 0			
Ardent (1 Return in Office) - - 0				
Acheron - - -	Seamen - 5	leaving post, insubordination -	132	132
	Marines - 1	drunkenness - - - -	36	36
	Boys - 4	- - leaving post, neglect of duty, drunkenness.	108	108
Agincourt - - -	Seamen - 12	leaving post, drunkenness - -	482	482
	Marines - 5	- - leaving post, drunkenness, insubordination, theft.	228	228
	Boys - 7	drunkenness, dirtyness, theft - -	276	276
Aigle - - -	Seamen - 3	insubordination - - - -	80	80
	Marines - 0			
	Boys - 0			
Alfred - - -	Seamen - 13	- - drunkenness, insubordination, leaving post.	342	325
	Marines - 6	insubordination, drunkenness -	156	156
	Boys - 1	theft - - - -	18	18
Alligator - - -	Seamen - 2	drunkenness, neglect of duty -	72	72
	Marines - 0			
	Boys - 0			
Apollo - - -	Seamen - 1	desertion - - - -	36	36
	Marines - 1	drunkenness and insubordination -	36	36
	Boys - 2	theft, dirtyness - - - -	60	60
Atholl - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 0			
	Boys - 0			
Albatross - - -	Seamen - 2	insubordination - - - -	66	66
	Marines - 1	insubordination - - - -	24	24
	Boys - 1	insubordination - - - -	24	24
Albion - - -	Seamen - 22	- - drunkenness, insubordination, desertion.	726	726
	Marines - 11	theft, drunkenness, insubordination	363	363
	Boys - 1	drunkenness - - - -	12	12
Alecto - - -	Seamen - 2	leaving post - - - -	72	72
	Marines - 0			
	Boys - 0			
Alban - - -	Seamen - 1	leaving post - - - -	16	16
	Marines - 1	insubordination - - - -	24	24
	Boys - 0			
Avon - - -	Seamen - 1	insubordination - - - -	12	12
	Marines - 0			
	Boys - 0			
Amazon - - -	Seamen - 27	- - drunkenness, neglect of duty, desertion.	960	960
	Marines - 4	insubordination, theft, drunkenness	180	180
	Boys - 17	- - neglect of duty, drunkenness, insubordination, dirtyness.	654	654
Beacon - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	drunkenness - - - -	36	36
Belvidera - - -	Seamen - 0			
	Marines - 1	insubordination - - - -	36	36
	Boys - 2	drunkenness - - - -	72	72
Bittern - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	insubordination - - - -	36	36
Bonetta - - -	Seamen - 1	drunkenness - - - -	48	48
	Marines - 0			
	Boys - 2	drunkenness, theft - - - -	60	60
Bloodhound (1 Return) - - - 0				

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1845—continued.				
Comet (3 Returns)	- - - 0			
Caledonia - - -	Seamen - 2 Marines - 0 Boys - 0	desertion, theft - - - -	66	66
Carysfort - - -	Seamen - 2 Marines - 0 Boys - 0	insubordination, theft - - -	78	78
Ceylon - - -	Seamen - 0 Marines - 0 Boys - 1	theft - - - - -	24	24
Castor - - -	Seamen - 9 Marines - 1 Boys - 7	- - neglect of duty, drunkenness, theft, insubordination. insubordination - - - - theft, insubordination - - -	448 36 276	448 36 276
Comus (3 Returns)	- - - 0			
Crocodile - - -	Seamen - 0 Marines - 2 Boys - 0	drunkenness and insubordination -	66	66
Calliope - - -	Seamen - 3 Marines - 0 Boys - 4	neglect of duty, insubordination -	124	124
Cambrian - - -	Seamen - 1 Marines - 0 Boys - 0	theft, insubordination, dirtiness - drunkenness - - - -	84 30	84 30
Columbia - - -	Seamen - 1 Marines - 0 Boys - 0	drunkenness - - - -	24	24
Calypso (1 Return)	- - - 0			
Conway - - -	Seamen - 4 Marines - 0 Boys - 4	- - - - -	108 90	108 90
Cuckoo (3 Returns)	- - - 0			
Canopus - - -	Seamen - 8 Marines - 3 Boys - 0	insubordination, theft, desertion - insubordination, drunkenness -	320 108	282 108
Crane - - -	Seamen - 0 Marines - 0 Boys - 1	drunkenness - - - -	12	12
Curaçoa - - -	Seamen - 4 Marines - 0 Boys - 0	drunkenness, insubordination -	156	156
Crescent - - -	Seamen - 1 Marines - 1 Boys - 2	drunkenness and insubordination .. insubordination - - - - theft, leaving post - - -	48 48 48	48 48 48
Cyclops - - -	Seamen - 1 Marines - 4 Boys - 1	theft - - - - - drunkenness, insubordination - drunkenness - - - -	36 132 12	36 132 12
Cleopatra (2 Returns)	- - - 0			
Dædalus - - -	Seamen - 3 Marines - 5 Boys - 4	desertion, insubordination - theft, insubordination, neglect theft, drunkenness, dirtiness -	98 164 144	98 164 144
Daring - - -	Seamen - 0 Marines - 7 Boys - 1	drunkenness, theft, dirtiness - theft - - - - -	198 18	198 18
Devastation - - -	Seamen - 1 Marines - 0 Boys - 1	drunkenness - - - -	36	36
Dolphin - - -	Seamen - 3 Marines - 0	theft - - - - - insubordination, desertion -	48 96	48 96

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1845—continued.</i>				
Dwarf - - -	Seamen - 2	drunkenness, desertion - - -	66	66
	Marines - 2	insubordination - - - -	84	84
	Boys - 0			
Dee (4 Returns) -	- - - 0			
Dasher (2 Returns) -	- - - 0			
Eagle - - -	Seamen - 15	- - drunkenness, insubordination, theft, dirtiness.	437	437
	Marines - 4	insubordination, drunkenness -	87	87
	Boys - 14	- - neglect of duty, theft, drunken- ness, insubordination.	504	504
Espiegle - - -	Seamen - 2	drunkenness, theft - - -	48	48
	Marines - 2	insubordination - - - -	60	60
	Boys - 1	insubordination - - - -	12	12
Express (4 Returns) -	- - - 0			
Eurydice - - -	Seamen - 6	- - drunkenness, insubordination, neglect of duty.	234	204
	Marines - 1	insubordination - - - -	24	24
	Boys - 3	insubordination, dirtiness, neglect -	115	115
Excellent - - -	Seamen - 1	leaving post - - - -	24	24
	Marines - 0			
	Boys - 6	drunkenness, dirtiness, desertion -	138	138
Endymion (1 Return)	- - - 0			
Eclair (1 Return) -	- - - 0			
Erebus (1 Return) -	- - - 0			
Experiment (1 Return)	- - - 0			
Fantome - - -	Seamen - 6	- - theft, insubordination, drunken- ness, desertion.	276	276
	Marines - 3	drunkenness, theft, desertion -	108	69
	Boys - 9	- - insubordination, theft, neglect of duty.	360	360
Firebrand - - -	Seamen - 4	neglect of duty, drunkenness -	120	120
	Marines - 3	theft, drunkenness - - -	84	84
	Boys - 3	- - insubordination, neglect of duty, drunkenness.	60	60
Flamer - - -	Seamen - 1	drunkenness - - - -	30	30
	Marines - 1	drunkenness - - - -	48	48
	Boys - 4	insubordination, dirtiness - -	120	120
Flying Fish - - -	Seamen - 2	drunkenness, desertion - - -	84	84
	Marines - 0			
	Boys - 0			
Formidable - - -	Seamen - 10	- - insubordination, drunkenness, theft, desertion.	276	276
	Marines - 10	insubordination, drunkenness -	330	330
	Boys - 3	smuggling, dirtiness - - -	48	48
Fox - - -	Seamen - 1	insubordination - - - -	48	48
	Marines - 0			
	Boys - 0			
Ferret (1 Return) -	- - - 0			
Fearless (2 Returns) -	- - - 0			
Geyser - - -	Seamen - 2	drunkenness, desertion - - -	48	48
	Marines - 0			
	Boys - 0			
Gorgon - - -	Seamen - 5	- - drunkenness, desertion, neglect of duty.	168	168
	Marines - 0			
	Boys - 0			
Growler - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	theft - - - -	42	42
Grecian - - -	Seamen - 3	drunkenness - - - -	108	108
	Marines - 0			
	Boys - 2	theft, dirtiness - - - -	72	72
Grampus (1 Return) -	- - - 0			
Gladiator (1 Return) -	- - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1845—continued.				
Harpy (1 Return)	- - - 0			
Hecate - - -	Seamen - 4	drunkenness, theft, insubordination	108	108
	Marines - 5	- - dirtiness, insubordination, drunkenness.	228	228
	Boys - 5	insubordination, theft, dirtiness -	120	120
Hecla - - -	Seamen - 9	insubordination, theft, drunkenness	336	312
	Marines - 1	insubordination - - - -	36	36
	Boys - 6	drunkenness, insubordination -	204	204
Helena - - -	Seamen - 4	insubordination, theft - - -	144	144
	Marines - 0			
	Boys - 0			
Hermes - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 1	insubordination - - - -	36	36
	Boys - 7	insubordination and neglect -	204	204
Herald - - -	Seamen - 2	theft, drunkenness - - - -	48	48
	Marines - 0			
	Boys - 1	theft - - - - -	48	48
Hydra (1 Return)	- - - - 0			
Heroine - - -	Seamen - 4	insubordination, drunkenness -	132	132
	Marines - 3	insubordination, drunkenness -	114	114
	Boys - - 0			
Hyacinth - - -	Seamen - 17	insubordination, drunkenness -	320	320
	Marines - 0			
	Boys - 5	- - neglect of duty, drunkenness, desertion.	150	150
Hibernia - - -	Seamen - 13	insubordination, desertion, theft -	442	442
	Marines - 3	insubordination, drunkenness -	60	60
	Boys - 0			
Illustrious - - -	Seamen - 1	drunkenness - - - - -	36	36
	Marines - 1	theft - - - - -	36	36
	Boys - 0			
Juno - - - -	Seamen - 4	insubordination, dirtiness - -	120	120
	Marines - 0			
	Boys - 4	insubordination, theft, &c. - -	132	132
Imaum - - - -	Seamen - 5	- - insubordination, desertion, drunkenness.	174	174
	Marines - 0			
	Boys - 6	theft, insubordination, desertion -	228	228
Iris - - - -	Seamen - 1	drunkenness - - - - -	48	48
	Marines - 0			
	Boys - 2	drunkenness, theft - - - -	48	48
Inconstant - - -	Seamen - 18	- - drunkenness, neglect, theft, insubordination.	576	576
	Marines - 2	drunkenness, neglect of duty -	60	60
	Boys - 1	drunkenness - - - - -	36	36
Jackall - - - -	Seamen - 1	drunkenness - - - - -	24	24
	Marines - 0			
	Boys - 1	theft - - - - -	30	30
Kingfisher (1 Return)	- - - - 0			
Lily - - - -	Seamen - 2	insubordination, theft - - -	42	42
	Marines - 0			
	Boys - 5	neglect of duty, insubordination -	84	78
Lynx (4 Returns)	- - - - 0			
Locust - - - -	Seamen - 0			
	Marines - 3	insubordination, drunkenness -	96	96
	Boys - 1	insubordination - - - - -	24	24
Linnet (1 Return)	- - - - 0			
Lark - - - -	Seamen - 2	insubordination, drunkenness -	70	64
	Marines - 0			
	Boys - 0			
Lucifer (4 Returns)	- - - - 0			
Larne - - - -	Seamen - 0			
	Marines - 1	bestiality - - - - -	48	48
	Boys - 1	drunkenness - - - - -	24	24
Lightning (4 Returns)	- - - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1845—continued.</i>				
Melampus - -	Seamen - 24	- - insubordination, desertion, drunkenness.	782	782
	Marines - 2	insubordination, neglect of duty -	72	72
	Boys - 2	neglect of duty - - - -	37	37
Meteor - - -	Seamen - 0			
	Marines - 3	insubordination, desertion - -	96	96
	Boys - 0			
Medea - - -	Seamen - 1	drunkenness - - - -	42	42
	Marines - 0			
	Boys - 0			
Minden (2 Returns) -	- - - 0			
Modeste - - -	Seamen - 2	desertion, drunkenness - - -	84	84
	Marines - 1	desertion - - - -	48	48
	Boys - 0			
Mohawk - - -	Seamen - 1	insubordination - - - -	7	7
	Marines - 0			
	Boys - 0			
Mutine - - -	Seamen - 2	insubordination - - - -	36	36
	Marines - 0			
	Boys - 4	theft, neglect of duty - - -	54	54
Nautilus (4 Returns) -	- - - 0			
North Star (1 Return)	- - - 0			
Nimrod (1 Return) -	- - - 0			
Ocean - - -	Seamen - 11	theft, insubordination, drunkenness	296	296
	Marines - 0			
	Boys - 0			
Orestes - - -	Seamen - 3	insubordination, drunkenness -	120	120
	Marines - 0			
	Boys - 1	insubordination - - - -	12	12
Perseus - - -	Seamen - 0			
	Marines - 1	insubordination - - - -	37	37
	Boys - 1	insubordination - - - -	12	12
Pandora - - -	Seamen - 1	desertion - - - -	24	24
	Marines - 0			
	Boys - 0			
Penelope - - -	Seamen - 1	insubordination - - - -	48	48
	Marines - 2	- - neglect of duty, and breach of 2d article of war.	72	72
	Boys - 0			
Penguin (4 Returns) -	- - - 0			
Persian - - -	Seamen - 5	- - drunkenness, insubordination, neglect of duty.	125	125
	Marines - 1	theft - - - -	24	24
	Boys - 3.	theft, dirtiness, neglect of duty -	78	78
Perseus (3 Returns) -	- - - 0			
Philomel - - -	Seamen - 3	insubordination, drunkenness -	108	108
	Marines - 3	drunkenness - - - -	96	96
	Boys - 0			
Peterel - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	drunkenness - - - -	30	30
Pickle - - -	Seamen - 1	drunkenness - - - -	24	24
	Marines - 0			
	Boys - 1	insubordination - - - -	36	36
Pilot - - -	Seamen - 1	drunkenness - - - -	36	36
	Marines - 0			
	Boys - 1	theft - - - -	24	24
Pique - - -	Seamen - 2	insubordination, drunkenness -	72	72
	Marines - 0			
	Boys - 0			
Pluto (4 Returns) -	- - - 0			
Poictiers - - -	Seamen - 7	desertion, theft, insubordination -	138	138
	Marines - 0			
	Boys - 2	theft, dirtiness - - - -	42	42
Plover (1 Return) -	- - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1845—continued.</i>				
Polyphemus - -	Seamen - 0 Marines - 3 Boys - 0	insubordination, drunkenness -	132	132
Porcupine (1 Return)	- - - 0			
Prometheus - -	Seamen - 3 Marines - 3 Boys - 0	drunkenness, insubordination - desertion, drunkenness -	90 96	90 96
President - - -	Seamen - 1 Marines - 0 Boys - 1	drunkenness - - - - theft - - - -	30 36	30 36
Queen - - -	Seamen - 5 Marines - 3 Boys - 0	drunkenness, insubordination, theft insubordination, drunkenness -	161 96	161 96
Redwing (1 Return) -	- - - 0			
Rattler - - -	Seamen - 3 Marines - 2 Boys - 1	theft, drunkenness, insubordination desertion, insubordination - - fighting - - - -	72 84 18	72 84 18
Retribution (1 Return)	- - - 0			
Rodney - - -	Seamen - 15 Marines - 5 Boys - 2	- - desertion, drunkenness, theft, insubordination. drunkenness, insubordination, theft dirtiness, insubordination - -	576 180 72	576 180 72
Raven - - -	Seamen - 1 Marines - 0 Boys - 3	insubordination - - - - insubordination, desertion, theft -	30 60	24 60
Rhadamanthus (4 Returns)	- - - 0			
Racehorse - -	Seamen - 4 Marines - 0 Boys - 2	insubordination, drunkenness - smuggling, fighting - - -	96 42	96 42
Rapid (2 Returns)	- - - 0			
Racer - - -	Seamen - 0 Marines - 1 Boys - 1	insubordination and neglect of duty insubordination - - - -	48 24	48 24
Ranger (4 Returns)	- - - 0			
Resistance - -	Seamen - 4 Marines - 1 Boys - 2	- - drunkenness, smuggling, insu- bordination. neglect of duty - - - - insubordination, neglect of duty -	102 42 72	102 42 72
Royalist - - -	Seamen - 2 Marines - 1 Boys - 4	drunkenness and insubordination - drunkenness and insubordination - drunkenness, desertion - -	54 24 120	54 24 120
Romney - - -	Seamen - 1 Marines - 0 Boys - 0	gross insubordination - - -	48	48
Rose - - -	Seamen - 4 Marines - 3 Boys - 7	insubordination, drunkenness - - - insubordination, drunkenness, neglect of duty. theft, insubordination, desertion -	144 108 234	144 108 234
Rolla - - -	Seamen - 6 Marines - 1 Boys - 5	drunkenness, desertion - - - desertion - - - - neglect of duty, dirtiness - -	107 24 90	107 24 90
St. Vincent - -	Seamen - 8 Marines - 3 Boys - 1	insubordination, theft, drunkenness theft, insubordination, drunkenness desertion - - - -	384 144 24	384 144 24
Samarang - - -	Seamen - 5 Marines - 1 Boys - 5	- - insubordination, drunkenness, desertion. drunkenness and theft - - - theft, insubordination, drunkenness	216 48 192	216 48 192
Spiteful - - -	Seamen - 1 Marines - 0 Boys - 2	insubordination - - - - drunkenness - - - -	24 36	24 36
Sampson (1 Return)	- - - 0			
San Josef - - -	Seamen - 1 Marines - 1 Boys - 1	desertion - - - - desertion - - - - theft - - - -	36 36 36	36 36 36

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1845—continued.</i>				
Sapphire - - -	Seamen - 0 Marines - 2 Boys - 0	- - drunkenness and theft, and neglect of duty.	48	48
Seafflower (3 Returns)	- - - 0			
Sappho - - -	Seamen - 3 Marines - 0 Boys - 3	insubordination, drunkenness - drunkenness, insubordination -	108 72	108 72
Seagull (3 Returns) -	- - - 0			
Sealark - - -	Seamen - 1 Marines - 0 Boys - 2	drunkenness - - - -	48	48
Styx - - -	Seamen - 5 Marines - 0 Boys - 7	theft, insubordination - - - - - drunkenness, theft, insubordination. insubordination, theft, smuggling -	96 216 312	96 216 312
Scourge (1 Return) -	- - - 0			
Scout - - -	Seamen - 5 Marines - 0 Boys - 11	drunkenness, desertion, theft - - - desertion, insubordination, neglect, drunkenness.	132 324	132 324
Star. (1 Return)	- - - 0			
Scylla - - -	Seamen - 1 Marines - 2 Boys - 1	desertion - - - - insubordination - - - - theft, &c. - - - -	24 36 6	24 36 6
Snipe (1 Return)	- - - 0			
Superb - - -	Seamen - 10 Marines - 3 Boys - 0	drunkenness - - - - drunkenness, theft - - - -	360 126	354 126
Stromboli - - -	Seamen - 1 Marines - 2 Boys - 0	drunkenness - - - - drunkenness - - - -	24 35	24 35
Serpent - - -	Seamen - 1 Marines - 0 Boys - 2	insubordination - - - - dirtiness, insubordination - - drunkenness, insubordination -	36 72 60	36 72 60
Spider - - -	Seamen - 2 Marines - 0 Boys - 0			
Spartan - - -	Seamen - 5 Marines - 0 Boys - 2	insubordination, drunkenness - insubordination, drunkenness -	144 38	144 38
Sparrow - - -	Seamen - 1 Marines - 0 Boys - 0	desertion - - - -	36	36
Spiteful - - -	Seamen - 1 Marines - 0 Boys - 2	desertion and drunkenness - - drunkenness - - - -	24 36	24 36
Speedy - - -	Seamen - 3 Marines - 0 Boys - 0	desertion and drunkenness - - drunkenness - - - -	96 56	96 56
Snake - - -	Seamen - 2 Marines - 2 Boys - 3	insubordination, drunkenness - insubordination, drunkenness, &c. -	66 102	66 102
Swift (3 Returns)	- - - 0			
Sydenham - - -	Seamen - 4 Marines - 1 Boys - 0	desertion - - - - desertion - - - -	144 36	144 36
Siren - - -	Seamen - 0 Marines - 1 Boys - 1	insubordination - - - - drunkenness - - - -	36 36	36 36
Spitfire - - -	Seamen - 3	- - insubordination, desertion, drunkenness.	54	54

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1845—continued.</i>				
Skylark - - -	Seamen - 3	insubordination, neglect of duty -	54	54
	Marines - 0			
	Boys - 0			
Talbot - - -	Seamen - 0			
	Marines - 1	gross insubordination - - -	36	36
	Boys - 0			
Terrible (1 Return) -	- - - 0			
Trafalgar - - -	Seamen - 7	insubordination, drunkenness -	228	182
	Marines - 6	- - theft, insubordination, drunkenness, neglect of duty.	226	213
	Boys - 8	- - theft, dirtiness, drunkenness, insubordination.	180	180
Terror (1 Return) -	- - - 0			
Tartarus - - -	Seamen - 1	insubordination - - - -	24	24
	Marines - 1	insubordination - - - -	24	24
	Boys - 0			
Thunder - - -	Seamen - 1	desertion - - - -	24	24
	Marines - 0			
	Boys - 2	theft, neglect of duty - - -	42	42
Thunderbolt - - -	Seamen - 4	- - insubordination, drunkenness, desertion.	162	162
	Marines - 1	drunkenness - - - -	24	24
	Boys - 1	insubordination - - - -	36	36
Tortoise - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 0			
	Boys - 0			
Tyne - - -	Seamen - 2	insubordination, drunkenness -	72	72
	Marines - 0			
	Boys - 1	drunkenness - - - -	24	24
Victory - - -	Seamen - 4	theft, drunkenness - - -	84	84
	Marines - 1	theft and fighting - - -	36	36
	Boys - 4	theft, dirtiness - - -	90	90
Vanguard - - -	Seamen - 14	- - desertion, drunkenness, theft, insubordination.	429	429
	Marines - 7	- - drunkenness, insubordination, theft, neglect of duty.	216	216
	Boys - 2	neglect of duty, dirtiness - -	48	48
Vulture - - -	Seamen - 3	insubordination, neglect of duty -	66	66
	Marines - 0			
	Boys - 5	insubordination, theft, dirtiness -	90	90
Vindictive - - -	Seamen - 2	insubordination, desertion - -	72	72
	Marines - 7	drunkenness, insubordination -	300	300
	Boys - 1	theft - - - -	24	24
Viper (2 Returns) -	- - - 0			
Vestal - - -	Seamen - 11	insubordination, drunkenness -	392	392
	Marines - 2	insubordination, theft - - -	96	96
	Boys - 4	insubordination, drunkenness, theft - -	144	144
Virago - - -	Seamen - 5	- - insubordination, drunkenness, smuggling, &c.	240	240
	Marines - 0			
	Boys - 0			
Vixen - - -	Seamen - 2	insubordination, desertion - -	84	84
	Marines - 1	insubordination - - - -	—	—
	Boys - 0			
Victoria and Albert (4 Returns) -	- - - 0			
Vesuvius - - -	Seamen - 6	insubordination, desertion, theft -	180	180
	Marines - 0			
	Boys - 5	insubordination, dirtiness, theft -	156	156
Volcano - - -	Seamen - 3	insubordination, drunkenness -	132	132
	Marines - 1	drunkenness - - - -	36	36
	Boys - 0			
Wolverene - - -	Seamen - 6	- - insubordination, drunkenness,	184	184

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1845—continued.				
William and Mary (4 Returns)	- 0			
Winchester	Seamen - 3	insubordination, dirtiness - -	94	94
	Marines - 3	insubordination, drunkenness - -	102	102
	Boys - 3	drunkenness, dirtiness, desertion -	96	96
Wildfire (1 Return)	- - 0			
Wasp	Seamen - 3	theft, desertion, drunkenness - -	60	60
	Marines - 1	insubordination - - - -	36	36
	Boys - 0			
Warspite	Seamen - 14	drunkenness, insubordination - -	420	420
	Marines - 2	insubordination - - - -	42	42
	Boys - 2	theft, drunkenness - - - -	54	54
Young Hebe (2 Returns)	- - 0			
1846:				
Ardent	Seamen - 4	- - insubordination, desertion, drunkenness.	108	108
	Marines - 0			
	Boys - 0			
Æolus (1 Return)	- - 0			
Amazon	Seamen - 0			
	Marines - 0			
	Boys - 1	drunkenness - - - -	24	24
Acheron	Seamen - 3	desertion - - - -	72	72
	Marines - 0			
	Boys - 3	desertion, drunkenness - - -	84	84
Acorn	Seamen - 4	drunkenness, desertion - - -	168	168
	Marines - 0			
	Boys - 3	theft, drunkenness, desertion -	84	84
Alert	Seamen - 0			
	Marines - 1	insubordination - - - -	48	48
	Boys - 0			
Atholl	Seamen - 3	insubordination, drunkenness -	72	72
	Marines - 1	desertion - - - -	24	24
	Boys - 0			
Alecto (3 Returns)	- - 0			
Agincourt	Seamen - 9	- - insubordination, drunkenness, neglect of duty.	352	286
	Marines - 5	insubordination, neglect of duty -	172	166
	Boys - 2	drunkenness - - - -	84	60
Avenger (1 Return)	- - 0			
Apollo	Seamen - 0			
	Marines - 0			
	Boys - 1	neglect of duty - - - -	24	24
Avon	Seamen - 1	drunkenness - - - -	36	36
	Marines - 0			
	Boys - 0			
Albion	Seamen - 15	- - insubordination, theft, drunkenness, desertion.	482	482
	Marines - 13	- - insubordination, theft, drunkenness, desertion.	351	351
	Boys - 3	- - desertion, drunkenness, dirtiness.	60	60
America	Seamen - 3	drunkenness and insubordination -	90	90
	Marines - 0			
	Boys - 0			
Alban	Seamen - 0			
	Marines - 2	drunkenness - - - -	42	42
	Boys - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1846—continued.				
Brilliant - - -	Seamen - 3	insubordination, desertion - -	96	96
	Marines - 0			
	Boys - 1	insubordination - - - -	36	36
Belleisle - - -	Seamen - 6	- - insubordination, theft, drunkenness, dirtiness.	120	120
	Marines - 0			
	Boys - 1	insubordination - - - -	24	24
Blazer (3 Returns) - - -	- - - 0			
Bittern - - -	Seamen - 2	insubordination - - - -	54	54
	Marines - 2	insubordination, drunkenness -	48	48
	Boys - 6	insubordination, theft, dirtiness -	144	144
Belvidera (1 Return) -	- - - 0			
Bonetta - - -	Seamen - 1	desertion - - - -	36	36
	Marines - 0			
	Boys - 0			
Bulldog - - -	Seamen - 2	insubordination and drunkenness -	72	72
	Marines - 0			
	Boys - 0			
Beacon (1 Return) -	- - - 0			
Bloodhound - - -	Seamen - 0			
	Marines - 1	theft and drunkenness - - -	24	24
	Boys - 0			
Birkenhead (1 Return) -	- - - 0			
Caledonia - - -	Seamen - 1	desertion - - - -	36	36
	Marines - 0			
	Boys - 1	theft - - - -	18	18
Cuckoo (4 Returns) -	Seamen - 1	disrespect - - - -	36	36
Canopus - - -	Seamen - 26	- - insubordination, theft, desertion, drunkenness, neglect of duty.	860	775
	Marines - 6	insubordination, theft, dirtiness -	216	216
	Boys - 1	smuggling - - - -	24	24
Crocodile - - -	Seamen - 0			
	Marines - 0			
	Boys - 5	- - insubordination, dirtiness, neglect of duty.	54	54
Cyclops - - -	Seamen - 2	insubordination - - - -	60	60
	Marines - 3	theft, drunkenness - - - -	48	48
	Boys - 0			
Cherokee (1 Return) -	- - - 0			
Crescent - - -	Seamen - 5	insubordination, drunkenness -	162	162
	Marines - 1	insubordination - - - -	48	48
	Boys - 3	drunkenness, desertion, smuggling	64	64
Calypso (1 Return) -	- - - 0			
Carysfort - - -	Seamen - 5	- - insubordination, drunkenness, smuggling.	114	114
	Marines - 0			
	Boys - 2	theft, dirtiness - - - -	72	72
Constance (1 Return) -	- - - 0			
Crane - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	neglect of duty - - - -	18	18
Comet (2 Returns) -	- - - 0			
Curaçoa - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 0			
	Boys - 0			
Cruizer - - -	Seamen - 1	drunkenness - - - -	36	36
	Marines - 2	drunkenness, theft - - - -	72	72
	Boys - 3	drunkenness - - - -	108	108
Contest (2 Returns) -	- - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1846—continued.				
Ceylon - - -	Seamen - 0 Marines - 0 Boys - 4	desertion, theft - - - -	102	102
Columbine - - -	- - - 0			
Conway (1 Return) -	Seamen - 7 Marines - 2 Boys - 1	- - insubordination, desertion, drunkenness. insubordination, drunkenness -	204 48	204 48
Collingwood - - -	Seamen - 5 Marines - 0 Boys - 1	theft, neglect of duty - - - insubordination, theft, drunkenness -	24 156	24 156
Calliope - - - (1 Return).	- - - 0	theft - - - - -	24	24
Childers - - -	Seamen - 0 Marines - 1 Boys - 2	drunkenness - - - - theft and neglect of duty - -	48 84	48 60
Cygnets (1 Return) -	- - - 0			
Cleopatra - - -	Seamen - 6 Marines - 0 Boys - 2	insubordination, smuggling, dirtiness insubordination, drunkenness -	198 48	198 48
Dædalus - - -	Seamen - 7 Marines - 2 Boys - 3	desertion, theft, drunkenness - insubordination - - - - insubordination, dirtiness, theft -	129 84 108	129 84 108
Dee (3 Returns) -	- - - 0			
Daring - - -	Seamen - 0 Marines - 1 Boys - 3	- - insubordination, drunkenness, neglect of duty. insubordination, drunkenness -	48 48	48 48
Dido - - -	Seamen - 2 Marines - 0 Boys - 0	insubordination - - - -	44	44
Dolphin - - -	Seamen - 3 Marines - 0 Boys - 0	insubordination, drunkenness -	96	96
Dasher (2 Returns) -	- - - 0			
Daphne - - -	Seamen - 1 Marines - 0 Boys - 0	drunkenness - - - -	14	14
Devastation (3 Returns)	- - - 0			
Driver - - -	Seamen - 5 Marines - 0 Boys - 1	desertion, drunkenness - - - theft and dirtiness - - - -	156 18	156 18
Espiegle - - -	Seamen - 3 Marines - 1 Boys - 0	insubordination, drunkenness - desertion - - - - -	96 36	96 36
Espoir (1 Return) -	- - - 0			
Eurydice - - -	Seamen - 5 Marines - 0 Boys - 0	insubordination, theft, drunkenness	204	204
Express (4 Returns) -	- - - 0			
Endymion - - -	Seamen - 8 Marines - 2 Boys - 1	- - insubordination, theft, drunkenness, smuggling. drunkenness, neglect of duty - theft - - - - -	234 48 36	234 48 36
Excellent - - -	Seamen - 0 Marines - 1 Boys - 10	theft - - - - - insubordination, theft, desertion -	24 114	24 114
Electra - - -	Seamen - 1 Marines - 8 Boys - 2	drunkenness - - - - - - insubordination, drunkenness, theft, desertion. dirtiness - - - - -	24 294 42	24 294 42
Eagle - - -	Seamen - 20 Marines - 1 Boys - 8	- - desertion, theft, drunkenness, insubordination. insubordination - - - - - - insubordination, theft, drunkenness, dirtiness.	651 10 240	651 10 210

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1846—continued.				
Favorite - - -	Seamen - 2	attempt to desert - - - -	60	60
	Marines - 0			
	Boys - 6	- - theft, drunkenness, dirtiness, neglect of duty.	111	111
Ferret - - -	Seamen - 2	insubordination - - - -	36	36
	Marines - 1	drunkenness - - - -	12	12
	Boys - 1	theft - - - -	12	12
Flamer - - -	Seamen - 2	insubordination, drunkenness -	60	60
	Marines - 0			
	Boys - 0			
Fox - - -	Seamen - 8	- - insubordination, desertion, drunkenness, neglect of duty.	274	274
	Marines - 0			
	Boys - 4	insubordination, theft - - -	138	138
Firebrand - - -	Seamen - 3	drunkenness, desertion - - -	96	96
	Marines - 0			
	Boys - 2	insubordination - - - -	60	60
Fly (1 Return) - - -	- - - 0			
Flying Fish - - -	Seamen - 1	insubordination - - - -	48	48
	Marines - 0			
	Boys - 3	insubordination, smuggling - -	80	80
Fantome - - -	Seamen - 1	drunkenness and neglect of duty -	36	36
	Marines - 1	desertion - - - -	36	36
	Boys - 1	theft - - - -	24	24
Gorgon - - -	Seamen - 2	drunkenness and desertion - -	72	72
	Marines - 0			
	Boys - 0			
Grecian - - -	Seamen - 7	drunkenness, desertion - -	240	228
	Marines - 2	drunkenness - - - -	72	72
	Boys - 4	insubordination, dirtiness - -	132	132
Gladiator - - -	Seamen - 0			
	Marines - 1	desertion - - - -	48	48
	Boys - 0			
Geyser (1 Return) - - -	- - - 0			
Griffon - - -	Seamen - 3	- - insubordination, desertion, drunkenness.	84	84
	Marines - 1	insubordination - - - -	36	36
	Boys - 1	insubordination - - - -	24	24
Hazard - - -	Seamen - 4	insubordination, drunkenness -	108	108
	Marines - 0			
	Boys - 1	theft - - - -	24	24
Harpy - - -	Seamen - 6	- - insubordination, drunkenness, desertion.	192	192
	Marines - 0			
	Boys - 0			
Harlequin - - -	Seamen - 3	drunkenness - - - -	84	84
	Marines - 0			
	Boys - 4	drunkenness, theft, insubordination	64	64
Hecate - - -	Seamen - 1	insubordination and drunkenness -	36	36
	Marines - 0			
	Boys - 2	insubordination and neglect of duty	48	48
Hermes - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 0			
	Boys - 4	- - insubordination, neglect of duty, smuggling.	120	120
Hyacinth - - -	Seamen - 4	insubordination, drunkenness -	174	174
	Marines - 3	theft, insubordination, drunkenness	132	132
	Boys - 0			
Heroine - - -	Seamen - 5	insubordination, theft, drunkenness	168	168
	Marines - 0			
	Boys - 2	neglect of duty - - - -	42	42
Hecla - - -	Seamen - 4	insubordination, drunkenness -	114	114
	Marines - 2	insubordination - - - -	60	60
	Boys - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1846—continued.				
Hydra - - -	Seamen - 4	insubordination, drunkenness -	146	146
	Marines - 0			
	Boys - 2	neglect of duty - - - -	52	52
Hound - - -	Seamen - 1	insubordination and neglect -	—	—
	Marines - 0			
	Boys - 0			
Helena - - -	Seamen - 4	insubordination, drunkenness -	168	168
	Marines - 1	insubordination - - - -	36	36
	Boys - 3	insubordination, theft - - -	72	72
Jackall - - -	Seamen - 2	insubordination, drunkenness -	96	96
	Marines - 0			
	Boys - 0			
Inconstant - - -	Seamen - 3	insubordination, dirtiness -	96	96
	Marines - 0			
	Boys - 2	insubordination, theft - - -	60	60
Iris - - - -	Seamen - 3	- - insubordination, drunkenness, neglect of duty.	108	108
	Marines - 4	insubordination, drunkenness -	156	156
	Boys - 1	dirtiness - - - -	48	48
Imaum (3 Returns) -	- - - 0			
Inflexible - - -	Seamen - 1	neglect of duty - - - -	24	24
	Marines - 0			
	Boys - 0			
Juno - - - -	Seamen - 4	- - insubordination, neglect of duty, drunkenness.	120	120
	Marines - 2	insubordination, neglect of duty -	96	96
	Boys - 3	insubordination, theft - - -	84	84
Kingfisher - - -	Seamen - 6	- - insubordination, drunkenness, theft, neglect of duty.	218	218
	Marines - 1	insubordination - - - -	30	30
	Boys - 3	insubordination, dirtiness - -	90	90
Lizard (2 Returns) -	- - - 0			
Larne - - - -	Seamen - 2	insubordination - - - -	84	84
	Marines - 0			
	Boys - 4	insubordination, theft - - -	114	114
Lark (3 Returns) -	- - - 0			
Locust - - - -	Seamen - 0			
	Marines - 2	desertion, drunkenness - - -	84	84
	Boys - 0			
Lightning (4 Returns)	- - - 0			
Lily - - - -	Seamen - 1	insubordination - - - -	24	24
	Marines - 0			
	Boys - 0			
Lucifer (3 Returns) -	- - - 0			
Melampus - - -	Seamen - 13	- - insubordination, drunkenness, desertion, theft.	492	492
	Marines - 0			
	Boys - 3	- - insubordination, drunkenness, dirtiness.	60	60
Meteor (3 Returns) -	- - - 0			
Myrmidon - - -	Seamen - 0			
	Marines - 1	insubordination - - - -	12	12
	Boys - 0			
Montreal (1 Return) -	- - - 0			
Mastiff (4 Returns) -	- - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1846—continued.</i>				
Mohawk (3 Returns) -	- - - 0			
Madagascar - -	Seamen - 0 Marines - 0 Boys - 2	drunkenness - - - -	24	24
Naiad (1 Return) -	- - - 0			
North Star - -	Seamen - 2 Marines - 0 Boys - 2	drunkenness - - - - desertion - - - -	76 84	76 84
Nimrod - - -	Seamen - 8 Marines - 1 Boys - 3	insubordination, drunkenness - insubordination - - - - - - theft, drunkenness, neglect of duty.	240 30 72	240 30 72
Nautilus - - -	Seamen - 0 Marines - 1 Boys - 0	drunkenness - - - -	13	13
Ocean - - -	Seamen - 4 Marines - 0 Boys - 2	theft, neglect of duty - - - theft - - - -	144 42	144 42
Osprey - - -	Seamen - 1 Marines - 6 Boys - 0	insubordination - - - - drunkenness - - - -	24 167	24 167
Orestes (2 Returns) -	- - - 0			
Philomel - - -	Seamen - 3 Marines - 0 Boys - 0	insubordination, drunkenness -	84	84
Pluto - - -	Seamen - 1 Marines - 2 Boys - 0	insubordination - - - - desertion - - - -	36 72	36 72
Plover (1 Return) -	- - - 0			
Poictiers - - -	Seamen - 0 Marines - 0 Boys - 1	drunkenness - - - -	24	24
Polyphemus - - -	Seamen - 0 Marines - 3 Boys - 2	insubordination, drunkenness - - - insubordination, neglect of duty.	96 42	96 42
Penelope - - -	Seamen - 2 Marines - 3 Boys - 0	insubordination, desertion - - - - insubordination, neglect of duty, desertion.	96 144	96 144
Pilot - - -	Seamen - 5 Marines - 1 Boys - 3	insubordination, desertion, drunkenness insubordination - - - - insubordination - - - -	120 24 48	120 24 48
Peterel (1 Return) -	- - - 0			
Penguin - - -	Seamen - 0 Marines - 0 Boys - 3	desertion - - - -	60	60
Pickle - - -	Seamen - 4 Marines - 2 Boys - 0	insubordination, drunkenness - theft and brutality - - -	108 72	108 72
Porcupine (4 Returns)	- - - 0			
President - - -	Seamen - 18 Marines - 4 Boys - 2	- - insubordination, theft, drunkenness, desertion. - - insubordination, desertion, drunkenness. theft, drunkenness - - -	704 144 54	704 144 54
Persian - - -	Seamen - 7 Marines - 4 Boys - 3	- - insubordination, drunkenness, desertion. insubordination, drunkenness - theft, desertion - - -	168 144 84	168 144 84
Perseus (4 Returns) -	- - - 0			
Phoenix - - -	Seamen - 1 Marines - 2	desertion - - - -	21 108	21 108

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1846—continued.</i>				
Prometheus - - -	Seamen - 5	insubordination, drunkenness -	168	168
	Marines - 1	drunkenness - - - -	24	24
	Boys - 0			
Pantaloön - - -	Seamen - 0	insubordination - - - -	36	36
	Marines - 1			
	Boys - 0			
Queen - - - -	Seamen - 2	insubordination, drunkenness -	96	96
	Marines - 2	theft, desertion - - - -	60	60
	Boys - 0			
Rodney - - - -	Seamen - 21	- - insubordination, drunkenness, desertion, theft.	718	718
	Marines - 9	insubordination, drunkenness -	324	324
	Boys - 9	theft, drunkenness, dirtiness -	192	192
Raleigh - - - -	Seamen - 4	- - insubordination, drunkenness, neglect of duty.	86	69
	Marines - 0			
	Boys - 0			
Ranger (2 Returns) - - -	- - - 0			
Rattler - - - -	Seamen - 2	insubordination - - - -	84	84
	Marines - 0			
	Boys - 2	insubordination, neglect of duty -	60	60
Retribution - - -	Seamen - 4	insubordination, drunkenness, theft	114	114
	Marines - 0			
	Boys - 5	insubordination, theft, desertion -	144	144
Rolla - - - -	Seamen - 1	insubordination - - - -	36	36
	Marines - 0			
	Boys - 0			
Racer - - - -	Seamen - 3	drunkenness - - - -	132	132
	Marines - 0			
	Boys - 1	theft - - - -	18	18
Rhadamanthus (3 Returns) - - -	- - - 0			
Royalist - - - -	Seamen - 4	- - insubordination, drunkenness, neglect of duty.	108	108
	Marines - 0			
	Boys - 2	insubordination, desertion - -	60	60
Rattlesnake (1 Return) - - -	- - - 0			
Resistance - - -	Seamen - 1	drunkenness and smuggling -	36	36
	Marines - 1	insubordination and dirtiness -	42	42
	Boys - 1	drunkenness - - - -	36	36
Raven (4 Returns) - - -	- - - 0			
Rose - - - -	Seamen - 7	insubordination, drunkenness -	246	246
	Marines - 1	drunkenness - - - -	42	42
	Boys - 3	insubordination, drunkenness -	120	120
Rosamond (1 Return) - - -	- - - 0			
Rapid - - - -	Seamen - 2	insubordination, theft - - - -	72	72
	Marines - 1	insubordination - - - -	36	36
	Boys - 1	theft - - - -	24	24
Redwing (4 Returns) - - -	- - - 0			
Recruit - - - -	Seaman - 0	insubordination - - - -	24	24
	Marines - 1			
	Boys - 0			
Romney (1 Return) - - -	- - - 0			
Ringdove - - - -	Seamen - 5	- - insubordination, drunkenness, neglect of duty.	172	172
	Marines - 0			
	Boys - 0			
Racehorse - - - -	Seamen - 0	theft - - - -	36	36
	Marines - 0			
	Boys - 1			
Royal Sovereign (2 Returns) - - -	- - - 0			
Styx - - - -	Seamen - 2	desertion, drunkenness - - -	72	72
	Marines - 0			
	Boys - 0			
Seaflower (3 Returns) - - -	- - - 0			

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1846—continued.</i>				
Spy - - -	Seamen - 1	insubordination - - -	24	24
	Marines - 1	desertion - - -	36	36
	Boys - 1	theft - - -	36	36
Spitfire - - -	Seamen - 4	- - insubordination, drunkenness, desertion.	150	150
	Marines - 0			
	Boys - 1	desertion - - -	30	30
Siren - - -	Seamen - 3	insubordination, desertion - -	132	132
	Marines - 3	desertion - - -	120	120
	Boys - 2	insubordination - - -	48	48
Sappho - - -	Seamen - 4	insubordination, drunkenness -	114	114
	Marines - 2	drunkenness - - -	48	48
	Boys - 0			
Spiteful - - -	Seamen - 2	insubordination, drunkenness -	84	84
	Marines - 0			
	Boys - 1	theft - - -	24	24
Star (3 Returns) - - -	- - - 0			
Sapphire - - -	Seamen - 3	insubordination - - -	60	60
	Marines - 0			
	Boys - 0			
Samarang - - -	Seamen - 13	- - insubordination, theft, neglect, drunkenness.	528	528
	Marines - 1	drunkenness - - -	48	48
	Boys - 3	insubordination, drunkenness -	120	120
Swift (4 Returns) - - -	- - - 0			
Stromboli - - -	Seamen - 1	insubordination - - -	36	36
	Marines - 2	insubordination, desertion - -	47	47
	Boys - 0			
Serpent (2 Returns) - - -	- - - 0			
Superb - - -	Seamen - 2	insubordination - - -	66	66
	Marines - 1	drunkenness - - -	24	24
	Boys - 1	theft - - -	30	6
Seagull (1 Return) - - -	- - - 0			
Scourge - - -	Seamen - 1	drunkenness - - -	24	24
	Marines - 1	theft - - -	24	24
	Boys - 1	theft - - -	36	36
Sydenham (1 Return) - - -	- - - 0			
Sparrow - - -	Seamen - 0			
	Marines - 0			
	Boys - 1	drunkenness - - -	12	12
St. Vincent - - -	Seamen - 2	insubordination - - -	24	24
	Marines - 4	insubordination, theft - - -	150	150
	Boys - 0			
Sidon (2 Returns) - - -	- - - 0			
Sealark - - -	Seamen - 0			
	Marines - 1	drunkenness - - -	48	48
	Boys - 0			
Scout - - -	Seamen - 5	insubordination, theft, neglect -	165	165
	Marines - 4	insubordination, drunkenness, theft	120	120
	Boys - 6	insubordination, theft, neglect -	204	204
Sphynx (2 Returns) - - -	- - - 0			
Snake - - -	Seamen - 4	- - insubordination, drunkenness, smuggling.	96	96
	Marines - 0			
	Boys - 3	theft, neglect of duty - - -	72	72
Sappho - - -	Seamen - 6	drunkenness, desertion - - -	162	162
	Marines - 1	insubordination - - -	24	24
	Boys - 1	insubordination - - -	24	24
Speedy (1 Return) - - -	- - - 0			
Spartan - - -	Seamen - 1	desertion - - -	36	36

SHIP.	Numbers.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1846—continued.</i>				
Tartarus - - -	Seamen - 0 Marines - 1 Boys - 0	desertion - - - - -	24	24
Trafalgar - - -	Seamen - 8 Marines - 1 Boys - 6	- - insubordination, drunkenness, desertion. insubordination - - - - - theft, desertion - - - - -	121 30 108	121 30 108
Terrible - - -	Seamen - 9 Marines - 3 Boys - 3	desertion, theft - - - - - insubordination, desertion - - - theft, neglect of duty - - -	162 60 79	162 60 79
Tyne - - -	Seamen - 2 Marines - 1 Boys - 1	insubordination, desertion - - - drunkenness - - - - - theft - - - - -	72 36 30	72 36 30
Thunder - - -	Seamen - 0 Marines - 0 Boys - 1	theft - - - - -	24	24
Thunderbolt - - -	Seamen - 6 Marines - 2 Boys - 2	- - drunkenness, insubordination, desertion. drunkenness - - - - - theft, drunkenness - - - - -	204 78 84	204 78 84
Tortoise - - -	Seamen - 3 Marines - 0 Boys - 2	insubordination, dirtiness - - - insubordination, theft - - - - -	96 36	96 36
Talbot - - -	Seamen - 3 Marines - 0 Boys - 0	insubordination, drunkenness - - -	66	66
Thetis - - -	Seamen - 3 Marines - 0 Boys - 0	theft - - - - -	84	84
Trident - - -	Seamen - 1 Marines - 1 Boys - 0	insubordination - - - - - desertion - - - - -	24 24	24 24
Vixen - - -	Seamen - 3 Marines - 1 Boys - 4	desertion, drunkenness - - - - - drunkenness - - - - - neglect of duty, drunkenness, theft	96 36 168	96 36 168
Vulture - - -	Seamen - 11 Marines - 1 Boys - 5	- - insubordination, drunkenness, desertion, theft, neglect of duty. drunkenness - - - - - insubordination, dirtiness - - -	342 24 90	330 24 90
Vestal - - -	Seamen - 14 Marines - 3 Boys - 1	- - insubordination, desertion, theft, drunkenness. insubordination, drunkenness, theft insubordination and neglect - - -	450 114 48	450 114 48
Vesuvius - - -	Seamen - 8 Marines - 1 Boys - 0	insubordination, theft, desertion - insubordination, drunkenness - - -	324 36	324 36
Victoria and Albert (3 Returns)	- - - 0			
Virago - - -	Seamen - 2 Marines - 0 Boys - 0	insubordination, drunkenness - - -	72	72
Viper - - -	Seamen - 6 Marines - 0 Boys - 2	desertion, drunkenness - - - desertion, drunkenness - - -	198 48	198 48
Vengeance (1 Return)	- - - 0			
Vindictive - - -	Seamen - 5 Marines - 2 Boys - 2	insubordination, drunkenness - - - insubordination, theft - - - - - theft - - - - -	174 84 72	174 84 72
Victory - - -	Seamen - 3 Marines - 0 Boys - 4	drunkenness, desertion, theft - - theft, desertion, dirtiness - - -	96 90	96 90
Vanguard - - -	Seamen - 17 Marines - 14 Boys - 2	- - insubordination, theft, drunken- ness, desertion, dirtiness. - - insubordination, drunkenness, desertion, neglect of duty.	424 323	424 323
Wildfire - - -	Seamen - 1 Marines - 0 Boys - 0	drunkenness, dirtiness - - - desertion - - - - -	35 48	35 36
Winchester - - -	Seamen - 2 Marines - 0 Boys - 0	insubordination - - - - -	54	54

DOCK YARDS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 26 February 1847:—for,

A “COPY of CIRCULAR to the Admirals and Captains Superintending
Her Majesty’s Dock YARDS.”

Ordered, by The House of Commons, to be Printed, 26 February 1847.

CIRCULAR TO THE ADMIRALS AND CAPTAINS SUPERINTENDING HER MAJESTY’S DOCK YARDS.

Sir,

I AM directed by the Lords Commissioners of the Admiralty to inform you, that they have felt themselves compelled to take the condition of the Dock Yards under their most serious consideration.

The subject is one of great magnitude. The vote for wages and salaries in Her Majesty’s Establishments, at home and abroad, under Nos. 6, 7, 8, and 9, has averaged 810,664*l.* during the last four years. It is a constantly increasing vote. The vote for 1843-4, was 779,386*l.* The vote for the current year is 951,886*l.*—The vote for stores (including steam machinery) for 1846-7, amounted to 1,694,152*l.*; and that for buildings and new works, to 526,810*l.*—The machinery already in existence in the dock and victualling yards is increasing annually in value; and large additions must be made to it, as the steam factories at Portsmouth, Keyham, and Malta advance towards completion. No reduction in this branch of the establishment is probable, or possible, for the steam factories must keep pace with the growth of the steam navy, which, again, is determined by considerations of national policy.

As yet, provision has been made only for the average annual repair of machinery of 20,000 horse power, out of a total of 40,000 horse power; and every succeeding Board of Admiralty has recognized the inconvenience, bad economy, and peril in the event of war, of allowing these repairs to be limited to the single factory at Woolwich. But the greater the extension, present and prospective, of the dock yards, and of the steam factories in connexion with them, the greater is the necessity of securing in them the most careful and efficient management. Upon such an expenditure the smallest savings are important; and in spite of the improvements already engrafted upon the old system, by the appointment of engineers to take charge of the machinery in the yards, and to relieve the master shipwright from duties which did not come within the sphere of his ordinary avocations,—in spite of the large and useful changes connected with the department of the director of works, which have also relieved the yards from the maintenance of the buildings,—and the more recent improvements to which my Lords expect that the recommendations of the committee of metals will give rise, by placing all matters connected with copper and iron under a special superintendence, and ensuring the early introduction into the Government yards of the best modes of working adopted in private establishments,—still much is left to be done before a satisfactory result can be arrived at.

In saying this, my Lords do not wish to imply that they take an unfavourable

ments, and that there is great room for improvement in the application both of stores and labour. Their Lordships will not entertain any general charges of indifference to expense on the part of the officers, or of inertness on that of the men; and they are equally unwilling to dwell upon representations made to them of the effect of political feeling, in some of the yards, upon the course of promotion, though they can conceive nothing more dangerous to their discipline, if true, or more detrimental to the public interest. They wish to look forward, not to look back, their object being to introduce a system that may inspire every man with the belief that his conduct will be known and appreciated by his superiors, and that, however humble his position originally, his future fate depends upon his own exertions.

Their Lordships see too much reason to apprehend that such is not the present state of feeling in the dock yards, but that the rise from shipwright to leading man, and from leading man to inspector, is regarded rather as a matter of accident or favour, than as a reward due to merit, and to be dispensed upon plain and equitable principles. They feel that wherever such an impression prevails, subordination must be weakened; and they have, consequently, resolved to lay down one fixed and intelligible rule of promotion for all classes, as the best foundation of that more vigilant and intelligent superintendence which they regard as indispensable.

For the discipline of the yard, like the discipline of the ship, depends upon the petty officers, and no exertions of the admirals, or captains superintendent, or of the master shipwrights, can compensate for the want of a hearty co-operation on the part of the inspectors and leading men, to whom the care of the separate gangs is confided, and with whom it rests to enforce a proper economy in the use of the stores and materials issued for the work going on under their superintendence.

It is necessary, however, as the first step towards this extended responsibility, to remove all just causes of complaint amongst that class of officers from whose exertions benefit is anticipated.

My Lords have therefore duly considered the petitions presented by the inspectors of the different dock yards. They find by these, that with a salary of 100*l.* a year, they are expected to maintain the station and authority of officers; that, in 1833, when the pay of the inspector was fixed, the workmen were only employed five days a week, whereas they are now employed six days, for which the working man receives one-sixth more wages, but no additional allowance has been made to the inspector. The men, too, have occasionally the privilege of working extra hours, when the inspector is bound to be in attendance without any remuneration whatsoever, although the wages earned by the men, when upon task-work, are fully equal to his pay, and the pay of the leading men exceeds it. The old quartermen, whom the inspectors replaced, received 180*l.* a year, with a gang of 25 men and boys under them. The inspectors, with only 100*l.* a year, have 40 men and boys to superintend, for all of whom they demand the stores and materials required for their daily labour. Their pensions, too, are regulated by the scale of 40ths., not of 12ths., like those of other salaried officers in the Customs, Excise, and Ordnance, by which they are considerable losers. Indeed, a leading man of long standing often refuses to be made an inspector, because his superannuation would be lessened by his promotion; and, from a similar cause, the men who would be best qualified to undertake the duty (the head draughtsmen in the mould loft), decline it, because their pay being 7*s.* a day, they would necessarily lose by the transfer.

The superintendents of the dock yards and the master shipwrights have, without one exception, recorded their opinion that justice and economy would be equally consulted by increasing the pay of the inspectors; and the late Secretary of the Admiralty, Mr. Corry, in a Minute dated the 9th of July, expressed his unqualified concurrence in this view, and recommended that the salary of the inspectors should be raised to 125*l.* a year, being half the amount given to the officers next to them in rank,—the foremen of the yard. Taking the number of inspectors at 108, whose annual pay amounts to 10,800*l.*, this might be accomplished at a cost of 2,700*l.* But my Lords are unwilling to incur any additional charge, unless as a part of an improved system; and with that improved system, they believe that it would be wise to be more liberal,

motion may not be too long delayed, and that prompt reward may stimulate to constant exertion.

They have therefore been pleased to sanction the following regulations, with the double view of introducing that fixed and intelligible principle of promotion amongst the men, and that more vigilant and intelligent superintendence, which they think essential to the proper administration of the dock yards; and they do this under the belief that, in so large and complicated a system, it is only by an improved tone of feeling amongst all classes, and by teaching individuals to see that their own advancement depends upon a scrupulous discharge of their duty to the public, that a substitute can be found for that personal and pecuniary interest, which is the mainspring of exertion in private establishments.

ADMISSIONS TO YARD.

New Regulations for Admission and Promotion in Her Majesty's Dock Yards.

Apprentices.—It is the intention of their Lordships to leave the admissions to the yard very nearly upon their present footing, taking in a certain number of apprentices annually, whose names are to be entered, by Board order, upon the superintendent's list, on the recommendation of the yard officers,—allowing the apprentices out of their time, whose conduct has been satisfactory, to fill the first vacancies upon the establishment,—and reserving the rest for candidates of their own selection, upon a proper report of the character and circumstances of those who present themselves.

Educational Test.—In the annual choice of apprentices, due regard will be shown to the recommendations of the superintendent and the yard officers, where they relate to the children of deserving artificers; but, in addition to the physical tests already required, no boy is to be admitted after the 31st of March 1847, who is not able to read and write well, or who has not some knowledge of arithmetic.

My Lords reserve to themselves the right of directing the children of persons out of the yard, whom they may deem entitled to this privilege, to be entered upon the list from which the apprentices are to be selected; but, in all cases, they will require the same educational test as a preparation for the advantages provided by the dock yard schools, for the more intelligent of the boys admitted to them.

The list of apprentices is to be made out by the superintendent, the master shipwright, and his assistants, in the month of January in every year; and they are to state, in a written report to the Board, their reasons for every recommendation,—the services of the father; the character given of him during the past year by his leading man and inspector; the cause of his death, if, as sometimes happens, the candidate is the son of a widow; and any other facts that may entitle the boy to their Lordships' favourable consideration. If 20 apprentices are to be entered, 40 names must be sent up (and so in proportion for a larger or smaller number), and out of these their Lordships will select the proper individuals to be admitted.

Board Wages for Apprentices.—Board wages for apprentices will be granted hereafter solely upon the recommendations of the superintendent and of the officers of the yard, who will take care to use them as an encouragement to merit, with a due regard to the circumstances of each family, which must be stated to their Lordships by the superintendent when he applies for their sanction.

Schools.—The improvement of the dock yard schools has been long under the consideration of the Admiralty. The most intelligent officers from the yards admit the good effects which they are already producing, but it is evident that more might be done, by additional encouragement and better organization. The circular issued by the late Board on the 27th of June 1846, has given a stimulus to exertion, by ensuring to the best scholars in each school the means of completing their education free of expense, and of thus qualifying themselves for the higher branches of the public service. Eight boys

at the expiration of their time, be re-admitted as leading men into the yards, and favourably noted for promotion.

But these are the exceptions. For the great majority of the boys who continue in the schools, the proper career is the mould loft, in which the master shipwright will take care that the most promising boys are tried successively, and in which those who show most talent for drawing, and most assiduity in cultivating it at home, should be fixed, ultimately, as draughtsmen, with the condition that, out of each three vacant inspectorships, one shall be given, in future, to the head draughtsman, provided his testimonials be satisfactory, and that he has worked at least one year at his tools at the ship's side. This will ensure in the mould loft a regular course of promotion, and give to the yard a succession of inspectors, well instructed both in the scientific and practical part of their duty.

Apprentices out of their time.—No apprentice who has served his time is to be entered upon the establishment without a written report from the master shipwright, transmitted through the superintendent, as to his conduct and qualifications; and this report is to refer specially to the character given of the apprentice, in the weekly returns by his leading man and inspector, to which the school report will, hereafter, be appended. His entry upon the yard books, when out of his time, cannot be claimed as a matter of right, but will not be withheld without just cause and proper investigation.

PROMOTIONS.

But whether men find their way into the dock yards as apprentices, or by Board order, it is their Lordships' determination, that, once there, they should learn to look to themselves alone for promotion. With this view, I am commanded by their Lordships to desire, that, taking the existing staff of foremen, inspectors, and leading men, of shipwrights, joiners, caulkers, &c., as the medium through which the change must be wrought, (subject to certain modifications, which I shall state afterwards,) you will immediately organize a system of weekly, monthly, and quarterly reports, upon which all future recommendations are to be founded.

System of Weekly and Monthly Returns.

Weekly Returns.—Using the forms that will be transmitted to you for this purpose by the storekeeper-general, you will direct each leading man to prepare, in his own handwriting, a weekly return of the conduct of the men composing his gang, which he will hand over, on the Monday morning, to his inspector, stating in it, on the one hand, any causes of complaint that he may see reason to make against the men for waste of stores, neglect of work, insubordination, or insobriety, and, on the other, his opinion of their respective merits.

Inspector's Report to Foreman, once a fortnight.—The inspector will transmit these returns, once a fortnight, to the foreman of the yard, under whom he is more immediately serving, accompanied by remarks, also in his own handwriting, and stating whether, in his judgment, the leading men have done their duty satisfactorily; and the foremen, whose business it is to make themselves personally acquainted with the character and conduct of all who work under them, will, in like manner, transmit the inspector's reports and returns on the 1st of every month to the master shipwright, stating how far their own opinion confirms the character given of the gangs by the leading men and inspectors.

Both the foremen and the inspectors will include in these returns the single station men placed under their orders, who, with the artificers, form the class out of which the leading men are to be selected. Other single station men are to be reported upon in like manner by the officer under whose immediate orders they are serving.

Care must be taken not to permit these returns to lapse into a matter of form. The superior shipwright officers must investigate them closely at the

Mode of Recommending for Promotion as Leading Man.

It is their Lordships' intention that the weekly return, made originally by the leading man, should pass on to the master shipwright, with the remarks of the inspectors and foremen attached to it; and whenever a vacancy for a leading man occurs, the master shipwright, with his assistants, will lay before the superintendent the three names which they recommend for promotion, stating in writing the grounds of their recommendation, and producing the returns upon which it is founded. It is the duty of the superintendent to investigate closely these returns and recommendations, and if he see reason to suppose that they have not been prepared with perfect impartiality, to report the same to the Admiralty.

Examination.—He will also direct the candidates to be examined in his presence, by the master shipwright and his assistants, in those matters which are essential to the proper performance of their duties; for my Lords are convinced, that no man can exercise a moral power over others, who is not superior to them in acquirements; and they are consequently most desirous that officers, even of the lowest grade, should possess a professional knowledge above that of the workmen.

Qualifications of a Leading Man.—To be a leading man, an artificer should, in addition to a thorough practical knowledge of his trade, be able to write a legible hand; he should understand arithmetic, as far as vulgar and decimal fractions; and he should be well acquainted with the details of forming and combining the different parts of a ship, and the various methods used in trimming and fastening them. Upon all these points the superintendent will draw up a report, which he will transmit to the Admiralty, with the original documents annexed to it, submitted to him by the master shipwright; and, having reduced the list of candidates to two, by omitting the one whom he thinks least qualified, one of the names thus sent up will be appointed by Board order to fill the vacancy.

Promotion from Leading Man to Inspector.

Monthly Report of Foremen on Conduct of Inspectors and Leading Men.—My Lords regard it as the peculiar duty of the master shipwright, his assistants, and the foremen of the yard, to watch over the conduct of the leading men and the inspectors, and they desire that, on the 1st of every month, the foremen will prepare a report upon the efficiency or inefficiency of the officers serving under them, which is to be kept in the master shipwright's office, stating any grounds of complaint that they may have against them, and any particular cause of satisfaction, such as the increased efficiency of labour, a greater economy in the use of stores, or any other circumstance which they may think conducive to the better conduct of the work for which they are responsible.

Reports of Foremen on Officers to be sent Quarterly to Admiralty, Originals, not Copies.—My Lords intend to see these reports themselves, which are to be sent up quarterly, with the remarks of the master shipwright attached to them; and the promotion of the foremen to the rank of master shipwright's assistants will depend very much upon the impression thus given of their intelligence and capacity.

Mode of recommending for an Inspectorship.—When a vacancy for an inspector occurs, the master shipwright will select from the leading men, and from the mould loft, the names of the individuals whom he thinks most competent to fill it, and submit them to the superintendent, with the reports of the foremen upon which his recommendation is founded. The superintendent, in addition to these, will call for the reports made by the inspectors to the foremen, and pay particular attention to the returns prepared by the leading men, as well as to the qualifications of the draughtsmen who are put in nomination, as these ought to furnish proof of their zeal and intelligence as subordinates.

Qualification of an Inspector.—To be an inspector, a man should write well; he should understand arithmetic as far as vulgar and decimal fractions, and be able to measure plane surfaces and cubes. He should likewise understand laying off ships on the mould loft floor, and the details of forming and combining the different parts of ships, the various modes of fastening them, and the correct methods of taking account of work.

Report of Superintendent.—The superintendent will advert to all these points in his report, stating his own opinion of the capacity of the candidates; and having reduced the number to two, by striking off the name of that candidate whom he thinks least qualified, one of the two names thus sent up will be selected to fill the vacancy.

Pay and Duties of Inspectors.—My Lords having taken into consideration the case of the inspectors, are of opinion that they have just ground of complaint in the smallness of their salary, and in the slowness and uncertainty of their promotion. They wish to see the inspectors take their proper place as a class of intelligent and independent officers, upon whose exertions the discipline of the yard mainly depends, and who have it in their power to repay the public a hundred fold, for any encouragement that may be given to them, by increased vigilance in the discharge of their duties.

Increase of Salary for Year beginning 1st April 1847.—My Lords therefore have determined to make provision, in the next Estimates, for increasing the salary of inspectors from 100*l.* to 125*l.* for the year beginning 1st of April 1847; and they are also prepared to recommend that, on the 1st of April 1848, a first class of inspectors shall be formed, with a salary of 150*l.*, which is to be composed of one-fourth of the inspectors in each yard, whose names they will themselves select, in the first week of April 1848, after a careful examination of the quarterly reports made during the preceding 12 months by the foremen and master shipwrights. My Lords reserve the right of satisfying themselves by personal inquiries, or in any other way that they may think proper, as to the intelligence and services of the individuals to be thus selected. They will be guided principally by the proofs which their own reports to their superior officers may afford of their zeal, firmness, and capacity; but they will in all cases seek the advice and concurrence of the superintendent before their choice is finally notified.

New Shoaling of the Yards.

Four Leading Men under each Inspector.—12 Shipwrights under each Leading Man.—*Sub-leading Men.*—It is the intention of my Lords to place four leading men under each inspector, and to assign to each leading man a gang of 12 artificers, with the proper proportion of apprentices. The leading man will himself select a sub-leading man, who will take charge of a portion of the gang, when employed upon separate service, and who will be answerable to him for the expenditure of the stores and materials. This sub-leading man will receive no additional pay, and will continue to work as an ordinary artificer, but his conduct is to be specially noted in the weekly returns, and if satisfactory, it will be taken into account when his own time comes for promotion.

The yards are to be “shoaled” afresh (no reserved gangs being on any account permitted), for the purpose of carrying out this plan; and as the number of inspectors will be reduced by it, some of those least qualified by age, health, or other circumstances, for the discharge of their new duties, are to be recommended for superannuation.

Casual Sickness,—absence on account of.—As further evidence of their Lordships’ desire to raise the conditions of those officers, from whom they look for more active co-operation, they are pleased to order the discontinuance of the abatement now made from their salaries when absent from sickness, under medical certificate.

Re-establishment of “Measurer’s” Office.—It is the intention of their Lord-

placing the office itself upon a more economical footing. They are convinced of the necessity of having in the dock-yards, where the works are so extensive and the business so complicated, a system of keeping accurate accounts, and of checking the issues of stores and materials; and they conceive that the means of effecting this may be found by employing in each of the larger yards four measurers, who with four shipwright writers, will form, under the master shipwright, an office for the measurement of work done, the formation of estimates for repairs, and the statement of actual expenditure. Where any of the old "sub-measurers" remain in the yards they may be selected for this duty, with the pay of inspectors of the second class, and the permission to retain their pensions. Where there are no sub-measurers, intelligent and practical men will be appointed as "measurers," with the pay of inspectors of the first class (150*l.*), and furnished with instructions, which will be given in a separate paper.

Foremen of Yard.

The foremen of the yard are to be selected from the whole body of inspectors, assistant timber converters, and measurers, giving a preference, under ordinary circumstances, to inspectors of the first class, but reserving the right to promote from the second class, upon a special report, in cases of extraordinary services or merit.

Vacancies how filled.—When a vacancy for a foreman occurs, the master shipwright is to submit three names to the superintendent, who will follow, in all respects, the rules laid down for the promotion of inspectors and leading men, taking care, however, that the examination is conducted with due reference to the higher qualifications required in this class of officers.

Qualification of Foreman.—To be a foreman, a man should have a competent knowledge of simple equations in algebra, and be able to work problems deduced from the three first books of Euclid. He should also have a thorough knowledge of the mode of laying off ships upon the mould loft floor, and understand all the different methods of forming and combining them. These qualifications are to be stated in the report made by the superintendent to the Admiralty, accompanied by his own remarks as to the manner in which the candidates have discharged their duties as inspectors, and by the reports which they have themselves drawn up as to the conduct of the leading men and artificers working under them, during the preceding 12 months; and my Lords will then select one of the two to fill the vacancy.

Good Service Grant.

Complaints of Foremen.—Slowness of Promotion.—My Lords are aware that, from the slowness of promotion amongst the foremen, owing to the very limited number of master shipwright's assistants, there is no class of officers amongst whom there are to be found harder cases of long service and unrequited merit. They cannot remove this disadvantage as regards promotion, for that necessarily depends upon vacancies in the grades immediately above them; but they will recommend to Parliament that, in consideration of the important duties performed by the foremen, a gratuity of 50*l.* shall be given annually to one foreman in each of the yards, who will be selected by their Lordships themselves, in April of each year, commencing in 1848, with due reference to length of service and general character, as well as to the intelligence and integrity with which, upon an examination of the quarterly reports, he may appear to have discharged the new duties with which the foremen are about to be entrusted. They regard this grant in the light of a good service reward, to be given up upon promotion. Its renewal to the same individual will depend upon his continued vigilance and exertion.

Master Shipwright's Assistant.

Examination at Naval College and Yard.—When a vacancy for a master shipwright's assistant occurs, the master shipwright will select the three most competent men amongst the foremen as candidates; but no candidate

intendent, by the master shipwright, personally, as to all other matters required of his subordinate officers; and he will be expected to be able to give designs for the construction of ships, and to explain the principles by which it is regulated.

The superintendent will then investigate carefully the manner in which each candidate has performed his duty as an officer of the yard, and he will transmit to the Admiralty the original reports sent in by him to the master shipwright, in order that their Lordships may judge of his fitness for higher duties. The decision of the Board will rest upon a full consideration of all these various circumstances; but one of the three names sent up will be selected to fill the vacancy, unless an officer of still higher qualifications shall be recommended from some other yard, who will, however, have to pass an equally stringent examination.

Other Promotions.

Caulkers, Joiners—Qualifications as Inspector and Leading Man, &c.—The forms to be observed in recommending for promotion as inspectors and leading men of caulkers and joiners, are to be precisely similar, every recommendation being founded upon weekly and monthly reports, which are to be transmitted to the master shipwright. But as there is not the same scope or necessity for instruction amongst these classes of artificers, the examination required for a leading man of shipwrights will be sufficient for an inspector of caulkers or joiners; and a man will be qualified to become a leading man, who can read and write well, and keep accounts correctly, provided the weekly reports bear testimony to his industry, sobriety, and good conduct in other respects. The same will be required of the foremen and leading men of painters, and of the master smith, who, with a salary of 250*l.* a year, ought to be a man of some education. His foreman should also be able to read and write, and to keep accounts correctly; and my Lords intend to require this in all future appointments, both in the smitheries and as leading men of labourers.

Timber Converter.

There is one other officer in the dock yard with whose position my Lords are not satisfied, his duties being badly defined, and his responsibility divided. The head timber converter is, or ought to be, a man of much experience and great integrity; and a man thus qualified should have the entire superintendence of all matters connected with the receipt, preservation, and conversion of timber, and the timber accounts, reporting, through the superintendent, to the Board direct, upon the quality of the timber when first brought into the yard, and upon the stacking and other arrangements for preserving it, as well as upon any cases of improper conversion that he may discover.

*Timber Inspector, 400*l.*—Two Assistant Converters at 150*l.* and 125*l.*—Two Attendants at 5*s.* per day.*—My Lords are pleased therefore to direct, that the head timber converter in each yard, if properly qualified, shall exercise henceforward this general superintendence, with the rank of “Timber Inspector,” and with a salary of 400*l.* a year, in lieu of 350*l.* He is to have, as at present, two sub-converters under him, to be called “Assistant Converters,” who, with their two assistants, will be employed exclusively in conversions at the saw-pits, and have the salary of first and second class inspector. But the general superintendence and conversion of the timber are to rest with the timber inspector, and no timber is to be received by the store receiver without his certificate. In case of any failure in the contracts, or attempt to introduce into the yard timber of an inferior quality, or not due, or not in accordance with the contract, the inspector is to report the same to the superintendent, and copies of the representations so made are to be sent to the Admiralty direct, in order that my Lords may have the means of judging of the causes and character of his

T I M B E R.

RETURN to an ORDER of the Honourable The House of Commons,
dated 2 February 1846;—for,

A RETURN “of the Amount paid for BRITISH OAK TIMBER, THICKSTUFF, PLANK, and TREENAILS, delivered for each of Her Majesty’s Dockyards, under the Contract of the 19th day of December 1843 to 1845 ; distinguishing the Quantity and Price of each Description of Timber, viz. Rough Oak Timber, Sided Oak, Thickstuff, Four-inch Plank, Three-and-a-Half, Three, Two-and-a-Half, and Two-inch Plank, with the Number of Treenails of each Length.”

(Mr. Hawes.)

*Ordered, by The House of Commons, to be Printed,
8 March 1847.*

A RETURN of the Amount Paid for BRITISH OAK TIMBER, THICKSTUFF, PLANK, and TREENAILS, delivered for each each Description of Timber, viz. Rough Oak Timber, Sided Oak, Thickstuff, Four-inch Plank, Three-and-a-Half, Three,

	PRICE.	DEPTFORD.		WOOLWICH.		CHATHAM.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
British Oak Timber, Rough:	£. s. per Load.	Lds. ft.	£. s. d.	Lds. ft.	£. s. d.	Lds. ft.	£. s. d.
Contents above 150 feet -	7 18	46 5	364 4 -	67 5	530 2 -	28 23	224 17 -
149 to 130 " -	7 13	30 19	232 8 -	28 11	215 18 -	14 1	107 5 -
129 to 110 " -	7 7	56 49	418 16 -	54 33	401 15 -	39 48	293 14 -
109 to 100 " -	7 5	37 23	271 12 -	37 19	271 - -	12 34	91 19 -
99 to 90 " -	6 18	31 45	220 2 -	35 34	246 4 -	13 28	93 11 -
89 to 80 " -	6 10	63 33	413 16 -	50 21	327 15 -	17 5	111 3 -
79 to 75 " -	6 7	32 12	204 14 -	35 27	225 14 -	12 19	78 12 -
74 to 70 " -	6 5	32 44	205 10 -	52 4	325 10 -	8 31	53 18 -
69 to 65 " -	6 4	34 28	214 5 -	32 5	199 - -	13 22	83 7 -
64 to 60 " -	6 -	27 14	163 14 -	49 28	297 7 -	9 47	59 13 -
59 to 55 " -	5 19	17 14	102 16 -	26 11	156 - -	19 26	116 3 -
54 to 50 " -	5 14	26 5	148 15 -	33 19	190 5 -	8 18	47 13 -
49 to 45 " -	5 8	24 7	130 7 -	23 21	126 9 -	14 0	75 12 -
44 to 40 " -	5 6	15 47	84 10 -	16 8	85 13 -	20 9	106 19 -
39 to 35 " -	5 4	11 40	61 7 -	8 49	46 14 -	7 26	39 2 -
34 to 30 " -	4 13	2 32	12 6 -	1 48	9 2 -	1 46	8 19 -
29 to 15 " -	4 -	1 2	4 3 -	- -	- -	0 43	3 9 -
Under 15 " -	3 12	-	-	-	-	-	-
		492 19	3,253 5 -	552 43	3,654 8 -	242 26	1,595 16 -
Additional for compass timber, 2 to 11 per cent. - - - -	- -	- -	28 14 -	- -	109 14 -	- -	85 13 -
			3,281 19 -	- -	3,764 2 -	- -	1,681 9 -
British Oak Timber, Sided:							
Contents, 120 feet and upwards	13 -	3 2	39 10 -	38 44	505 9 -	45 21	590 9 -
119 to 100 feet -	12 10	15 2	188 - -	13 14	166 - -	45 22	568 - -
99 to 80 " -	12 -	36 23	437 10 -	52 30	631 4 -	144 7	1,729 14 -
79 to 60 " -	11 14	79 3	925 - -	91 33	1,072 8 -	354 20	4,146 10 -
59 to 50 " -	11 7	80 0	908 - -	111 41	1,269 3 -	239 7	2,714 5 -
49 to 40 " -	10 18	138 33	1,511 8 -	153 11	1,670 2 -	378 5	4,121 6 -
39 to 30 " -	10 10	263 23	2,766 7 -	171 31	1,802 - -	442 20	4,645 4 -
29 to 20 " -	9 15	293 48	2,866 2 -	83 48	818 12 -	301 6	2,935 19 -
19 to 16 " -	9 -	68 13	614 7 -	17 28	158 1 -	39 37	357 13 -
15 to 13 " -	8 10	29 23	250 8 -	3 30	30 12 -	9 34	82 6 -
12 to 10 " -	7 18	26 16	207 19 -	5 24	43 6 -	9 24	74 18 -
Under 10 " -	7 7	7 14	53 10 -	1 7	8 8 -	4 16	31 15 -
		1,041 0	10,768 1 -	744 41	8,175 5 -	2,013 19	21,997 19 -
Additional for compass timber, 3 to 15 per cent. - - - -	- -	- -	71 19 -	- -	62 11 -	- -	198 12 -
			10,840 - -	- -	8,237 16 -	- -	22,196 11 -
Abated for defects, &c. -	- -	- -	409 10 -	- -	268 12 -	- -	526 8 -
			10,430 10 -	- -	7,969 4 -	- -	21,670 3 -
British Oak Thickstuff:							
Of 9 and 10 inches - -	14 -	- -	- - -	82 20	1,153 12 -	73 40	1,033 4 -
4½ to 8 " - - -	13 -	445 2	5,785 10 -	315 6	4,096 11 -	433 22	5,634 14 -
		445 2	5,785 10 -	397 26	5,250 3 -	507 12	6,667 18 -
Abated for deviations from contract dimensions, &c. - - -	- -	- -	- - -	- -	- 2 -	- -	1 1 -
			5,785 10 -	- -	5,250 1 -	- -	6,666 17 -

Carried forward

of Her Majesty's Dockyards, under the Contract of the 19th December 1843; distinguishing the Quantity and Price of Two-and-a-Half, and Two-inch Plank, with the Number of Treenails of each Length.

SHEERNESS.		PORTSMOUTH.		PLYMOUTH.		PEMBROKE.		TOTAL AMOUNT PAID.
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
<i>Lds. ft.</i>	<i>£. s. d.</i>	<i>Lds. ft.</i>	<i>£. s. d.</i>	<i>Lds. ft.</i>	<i>£. s. d.</i>	<i>Lds. ft.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
3 11	25 9 -	21 26	170 - -	4 10	33 4 -	41 13	325 19 -	
-	-	19 32	150 5 -	2 46	22 7 -	53 8	406 13 -	
4 33	34 5 -	18 37	137 15 -	7 9	52 15 -	67 16	494 16 -	
6 15	45 14 -	24 45	180 11 -	2 3	14 19 -	49 49	362 7 -	
20 44	144 1 -	32 8	221 18 -	3 40	26 4 -	50 43	350 19 -	
10 3	65 8 -	49 5	319 3 -	4 49	32 7 -	71 23	464 10 -	
1 26	9 13 -	16 45	107 6 -	1 29	10 1 -	29 12	185 13 -	
5 38	36 - -	27 15	170 13 -	2 47	18 8 -	28 29	178 13 -	
8 0	49 12 -	27 45	178 - -	5 15	82 17 -	24 14	150 11 -	
14 41	88 18 -	29 41	178 18 -	3 34	22 2 -	22 27	135 5 -	
10 21	62 - -	44 9	262 17 -	2 13	13 9 -	18 11	108 8 -	
12 20	70 14 -	31 17	178 13 -	3 7	17 18 -	11 17	64 13 -	
2 43	15 9 -	17 33	95 7 -	-	-	8 23	45 14 -	
4 2	21 8 -	18 21	97 13 -	-	-	5 47	31 10 -	
1 28	8 2 -	10 27	64 16 -	-	-	- 39	4 1 -	
0 34	3 3 -	3 43	17 19 -	1 14	5 19 -	1 13	5 17 -	
-	-	0 28	2 5 -	-	-	1 20	5 12 -	
107 9	679 16 -	394 27	2,518 19 -	45 16	302 10 -	486 4	3,321 1 -	
-	3 - -	-	50 7 -	-	7 11 -	-	66 13 -	
-	682 16 -	-	2,569 6 -	-	310 1 -	-	3,387 14 -	15,027 7 -
-	-	24 47	324 4 -	72 49	948 15 -	124 10	1,614 12 -	
6 9	77 5 -	28 9	352 5 -	104 14	1,303 10 -	87 16	1,091 10 -	
12 15	147 12 -	70 28	846 14 -	167 46	2,015 1 -	268 12	3,218 18 -	
48 35	569 16 -	160 38	1,880 18 -	267 12	3,126 14 -	585 41	6,854 2 -	
73 20	833 2 -	129 31	1,471 4 -	221 48	2,519 5 -	404 14	4,588 12 -	
166 44	1,808 2 -	254 38	2,776 18 -	250 12	2,727 12 -	590 31	5,783 15 -	
222 37	2,338 15 -	340 8	3,571 14 -	326 40	3,431 8 -	601 28	6,316 8 -	
129 10	1,259 14 -	174 17	1,099 16 -	358 12	3,492 17 -	381 13	3,717 6 -	
12 30	113 8 -	17 9	154 12 -	48 18	390 5 -	54 40	493 4 -	
7 0	59 10 -	6 12	53 1 -	7 38	65 19 -	20 9	171 11 -	
5 46	46 15 -	3 3	24 3 -	1 10	9 10 -	14 13	112 13 -	
1 29	11 12 -	0 33	4 17 -	0 8	1 4 -	4 18	32 1 -	
685 25	7,265 11 -	1,210 23	13,160 6 -	1,822 7	20,032 - -	3,076 45	33,994 12 -	
-	36 13 -	-	110 10 -	-	199 1 -	-	275 16 -	
-	7,302 4 -	-	13,270 16 -	-	20,231 1 -	-	34,270 8 -	
-	68 8 -	-	423 13 -	-	974 17 -	-	857 4 -	
-	7,233 16 -	-	12,847 3 -	-	19,256 4 -	-	33,413 4 -	112,820 4 -
-	-	57 4	810 12 -	90 3	1,260 17 -	126 13	1,767 13 -	
119 31	1,555 1 -	560 13	7,283 8 -	241 38	3,142 18 -	1,174 38	15,271 18 -	
119 31	1,555 1 -	618 8	8,094 - -	331 41	4,403 15 -	1,301 1	17,039 11 -	
-	-	-	1 13 -	-	6 3 -	-	14 19 -	
-	1,555 1 -	-	8,092 7 -	-	4,397 12 -	-	17,024 12 -	48,772 - -
-	-	-	-	-	-	-	-	£. 177,219 11 -

Qu
L
-
14
1
4
-
-
20 1
-
-
No.
-
-
1,600
4,800
-
2,427
4,800
17,600
16,612
6,053
53,892

Ro
 Sid
 Thic
 Plan
 Treen

LIGHTNING CONDUCTORS (NAVY).

RETURN to an ORDER of the Honourable The House of Commons,
dated 13 May 1847 ;—for,

RETURNS “relative to certain SHIPS of the NAVY struck by LIGHTNING, since the Report of the Naval Commission on Lightning Conductors, 24th January 1840 :”

- “Of Report and Log of H. M. Sloop *Bittern*, fitted with Wire-rope Lightning Conductors, at Portsmouth, in July 1841; struck by Lightning 23d January 1844, on the Coast of Africa; Commander Edmund Peel; Royal-mast shivered; Eight Men struck down on the Deck, &c., as per Surgeon’s Report of the Sick List :”
- “Of H. M. Sloop *Hazard*, fitted with Wire-rope Conductors, at Portsmouth, in 1844; struck by Lightning in China, on Two occasions, 1st May 1846 and 12th June 1846; Commander F. P. Egerton; Report and Copy of Log, with any Correspondence on the subject; Lightning divided upon the Mast, shivered Mast, Topmast, &c. :”
- “Of H. M. Surveying Ship *Beagle*, fitted with Permanent Conductors in her Masts, at Devonport, in 1831; Commander Stokes; struck by Lightning on more than one occasion whilst under his command on the Coast of South Australia, in 1844 :”
- “Of H. M. Sloop *Serpent*, fitted with similar Conductors in Masts, &c.; said by Commander Neville, in his Report on Sailing Qualities, to have had her Spars saved from damage on at least Three occasions; Report from Captain Neville in May 1846, and Copy of Log :”
- “Of H. M. Sloop *Scylla*, fitted with Conductors in the Masts, &c.; Commander Sharpe; struck by a very heavy shock of Lightning in the West Indies, August 1843; stated by Captain Sharpe to have been saved by the Conductors; Report from Captain Sharpe, with Copies of all Correspondence between Admiral Sir Charles Adam, the Board of Admiralty, Commander Sharpe, and Mr. Snow Harris (date 3d] November and 5th November, 184 , and 7th August 184), relative to this case; as also, Copy of the Orders issued by the Surveyor’s Department of the Navy to the various Dockyards, relative to Mr. Harris’s Conductors, in September 1844, with reference to this case :”
- “Of H. M. Sloop *Racer*, having Conductors fixed in the Masts, &c.; Commander Reed; struck by Lightning at the Bucco, in the Rio de la Plata, 27th February 1844; a portion of Metal at the Mast-head fused; Spars said to have been saved by the Conductors; Report from Commander Reed, and Copy of Log :”
- “Of H. M. Steamer *Sydenham*, Lieutenant R. B. Mapleton commanding; having Conductors fixed in the Masts, &c.; struck by Lightning in the Mediterranean, 4th January 1845; Vessel said to have received complete protection from the Conductors :”
- “Of H. M. Sloop *Daphne*, Captain Onslow, having Fixed Conductors in the Masts; struck by a discharge of Lightning 9th February 1843, off Monte Video; reported to have escaped perfectly by the Conductors; Captain’s Report, &c. :”
- “Of H. M. Ship *Minden*, Captain Quin; struck by Lightning at Hong Kong, 30th July 1843, in a very long and violent Thunder Storm, which damaged several Merchant Vessels near the Minden; the Conductors fixed in the Masts said to have effectually protected the Ship; Report from Captain Quin, and Ship’s Log :”
- “Of H. M. Ship *Fisgard*, fitted with Fixed Conductors, Captain Duntze; struck by Lightning in September 1846, in the Oregon; Spars reported to have been saved by the Conductors; Report from Captain Duntze and Officers of the Ship, together with Copies of Correspondence with the Board of Admiralty and Mr. Snow Harris, and all other Correspondence relative to this case.”

Admiralty, }
2 July 1847. }

H. F. AMEDROZ,
Chief Clerk.

(Sir Robert Peel.)

Ordered, by The House of Commons, to be Printed,

7 July 1847

SCHEDULE.

	Page
H. M. Sloop "Bittern":	
No. 1.—Extract of Log for 24th and 25th January 1844 - - - - -	3
No. 2.—A Report of Men struck down by Lightning, as per Surgeon's Returns - - - - - (No report from her Commander.)	4
H. M. Sloop "Hazard":	
No. 3.—Extract of Log for 12 June 1846 - - - - -	4
No. 4.—Extract of Log for 1 May 1846 - - - - - (No Report or correspondence respecting her being struck by lightning.)	5
H. M. Sloop "Scylla":	
No. 5.—Extract of Log for 6 August 1843 - - - - -	6
No. 6.—Report from Vice-Admiral Sir Charles Adam - - - - -	7
No. 7.—Report from Commander Sharpe to Vice-Admiral Sir Charles Adam - - - - -	7
No. 8.—Letter to Mr. Snow Harris from the Secretary of the Admiralty - - - - -	7
No. 9.—Letter from Mr. Snow Harris to the Secretary of the Admiralty - - - - -	7
No. 10.—Letter from the Secretary of the Admiralty to Vice-Admiral Sir Charles Adam - - - - -	8
No. 11.—Report from Commander Sharpe, of H. M. S. "Scylla" - - - - -	9
No. 12.—Letter from the Secretary of the Admiralty to Mr. Snow Harris - - - - -	9
No. 13.—Letter from Mr. Snow Harris to the Secretary of the Admiralty - - - - - (No orders issued by Surveyor's department to the Dockyards with reference to this case.)	9
H. M. Steam-Vessel "Sydenham":	
No. 14.—Extract of Log for 4th January 1845 - - - - -	11
No. 15.—Extract of Letter from Vice-Admiral Sir Edward Owen to the Secretary of the Admiralty - - - - -	11
H. M. S. "Daphne":	
No. 16.—Report of Captain Onslow, of her having been struck by Lightning - - - - - (Not reported in log.)	11
H. M. S. "Fisgard":	
No. 17.—Report of Captain Duntze, of her having been struck by Lightning - - - - -	12
No. 18.—Letter from the Secretary of the Admiralty to Mr. Snow Harris - - - - -	12
No. 19.—Letter from Mr. Snow Harris to the Secretary of the Admiralty - - - - -	12
No. 20.—Director-general, transmitting Extract of Surgeon's Report - - - - -	17
No. 21.—Extract of Surgeon's Report of H. M. S. "Fisgard" - - - - - (Log of the Fisgard not yet received into Office.)	17

Note.—No information can be given for the following Ships, for the reasons stated against them respectively :

H. M. S. "Beagle."—Log not in Office, and no Report received from her Commander.

— No. 1. —

EXTRACT from the Log of Her Majesty's Sloop *Bittern*, 24 and 25 January 1845.

H.	K.	P.	Courses.	Winds.	Force Wind.	State Weather.	Lee Way.	Sig.	Remarks. Her Majesty's Sloop Bittern, Wednesday, 24 January 1844.
1	3	4	N.E. by E.	N. by W.	3	c p	1 pb.	Noon, bar. 29.54; ther. 81 $\frac{1}{2}$.	A. M. 1 h. down jib, set staysail; in two reefs of topsails, and lowered the boom mainsail. 10 h. A squall, down royal yards. 2 h. 30 m. Up foresail. 5 h. Set the topsails and boom mainsail. 7 h. Furled boom mainsail. 8 h. 30m. Set foresail and double-reefed boom mainsail. Noon, in boom mainsail, up foresail and wore, set foresail.
2	5		E.N.E.						
3	5								
4	4	4	E. by N.	N. N.W.	6	q ortl			
5	4								
6	4		N.E. by E.						
7	3								
8	3		N. E.						
9	3	6	N. E. $\frac{1}{2}$ E.						
10	4	4							
11	5	2	N.E. by E.						
12	5	4	E. N. E.	Northerly.					

Courses.	Distance, Miles.	Latitude.		Longitude.		Current.	Bearings and Distance.	Water on Board.
		Obs.	Acct.	Chro.	Acct.			
N. 5. 2 E.	104	Cloudy.	13° 59' S.	Cloudy.	42° 17' E.	—	Angozah River, S. 43. W. 194 m.	• 41 $\frac{1}{2}$ tons.

1	8	6	S. W.	N. by W.	5	c			P. M. 3 h. Set lee clue of mainsail. 5 h. Mustered at quarters; in three reefs of topsails courses. 6 h. Down top-gallant yards. 10 h. 20 m. Up lee clue of mainsail; ship struck by lightning; up foresails, and lowered the topsail on the cap.	
2	8	4								
3	8	4								
4	9									
5	9									
6	9									
7	8	2	N.W. by S.	6	q					
8	9					7				q or
9	9	2								
10	9	6	S. W. S.							
11	9									
12	8	4				N.W. by W.				

Midnight.

H.	K.	P.	Courses.	Winds.	Force Wind.	State Weather.	Lee Way.	Sig.	Remarks. Her Majesty's Sloop Bittern, 25 Jan. 1844.
1	8		S. S. W.	N. N. W.	7	q ortl		Loosened small sails to dry.	A. M.
2	8								5 h. 30 m. Hoisted the topsails, set foresail and lee clue of mainsail; found lightning had shivered the main truck, and splintered the royal mast. 7 h. Punished Edward Dorling, boy first-class, with 36 lashes for theft.
3	7								9 h. 10 m. Set jib and double-reefed mainsail.
4	7				7	o r			9 h. 40 m. In ditto to a squall. 1° Set ditto; loosed small sails to dry.
5	5	4	S. by W.						
6	5	4	S. $\frac{1}{2}$ W.		6	c o			
7	5								
8	5	2	South.		6	c a r			
9	6								
10	6		S. $\frac{1}{2}$ E.						
11	7	2	South.	Westerly.	6	b e			
12	7	2							

Courses.	Distance, Miles.	Latitude.		Longitude.		Current.	Bearings and Distance.	Water on Board.
		Obs.	Acct.	Chro.	Acct.			
S. 3 E.	233	17° 52' S.	16° 47' S.	42° 29' E.	42° 20' E.	The last 46 miles, 17 E. 66 W.	Quillinane, S. 88. W. 315 m.	40 $\frac{3}{4}$ tons.

1	4	2	South.	W. S. W.	4	b e			P. M. 1 h. Tacked out three reefs of topsails; employed as requisite. 5 h. 15 m. Mustered
2	4	4							
3	3	2	N. W. by N.						

— No. 2. —

EXTRACT from the NOSOLOGICAL REPORT of Mr. *M. T. West*, Surgeon of Her Majesty's Sloop *Bittern*, between 1st January and 31st March 1844.

THE weather, during the period of this Return, has been exceedingly stormy, with very heavy gales, and a great deal of rain and thunder; during one of the thunder storms, the ship was struck by lightning, but which only shivered the main truck, and partially stunned four or five men; the winds have been principally from the northward and westward.

W. Burnett, Director-general.

— No. 3. —

EXTRACT from the LOG of Her Majesty's Sloop *Hazard*, at Anchor, off Cape Fo, entrance of *Morotaba* River.

Week Days.	Date.	Winds.	Force.	Weather.	Bar.	Ther.	REMARKS, June 1846.
			2	co			A. M.
		N. W.	2	co			4h. 5m. 30s. The lightning struck the ship, splitting and carrying away main-top gallant and royal mast, the whole of the main top-mast from the hounds to the lower cap, damaging the top spring, the after cross-tree split and carried away starboard trussel tree, a splinter from main-top mast passing through starboard side quarter deck, the electric fluid escaping overboard down conductor by main-rigging. 6 h. employed clearing the the deck. 8, 9 h. painted spare top-mast, employed as requisite, stoving booms and carpenters unbolting maintop and cross trees.
		Vble.		cod			
		N. W. {	3	} cortl			
			5				
		N. N. W.	3	cod	82	83	
			3	cop			
			3	copd			
		North	3	co			
			2	co			Noon, P. M.
Friday - -	12		2	c	82	85	Sent starboard half of maintop on deck; carpenters employed about top and crosstrees; sent pinnace for water, 4 h. 6 m. Received 2 tons water per pinnace. 8 h. opened
			2	c			

— No. 4. —

EXTRACT from the Log of Her Majesty's Sloop *Hazard*.

H.	K.	H.	Courses.	Lee Way.	Winds.	Force.	Weather.	Bar.	Ther.	Remarks, &c. Friday, 1 May 1846.
1	3		S. by W.		Vble.	2	b e			<p>A. M.</p> <p>3 h. 35 m. In royals and flying jib, up mainsail, lowered topgallant sails to a squall; 4 h. 5 m., set topgallant sail and mainsail; 6 h. less ditto, lowered driver and trimmed, as requisite to vole squalls; 7 h., ship struck by lightning, splitting masthead vane-staff and truck, carried away conductor at main topgallant masthead, damaged starboard, in top-sail, sheet-bits passed by the conductor outside, tearing the copper off ship's side; 8 h., gun-boat in co.; 9 h., set topgallant sails, royals, and flying jib, trimmed as requisite; 11 h. 45 m., up mainsail and driver, set starboard fore-topmast and topgallant studding sails; noon gun-boat in co.; set east, 24.</p>
2	3									
3	2	5			Westly.					
4	4	5								
5	4	5	W. $\frac{1}{2}$ S.		Vble.	2 to 4	c o q t l			
6	4						c o q t l			
7	5	5			Vble.	4	c o q t l r	29. 90	86	
8	3	5			N. E.	4	q t l			
9	3		W. to S. $\frac{1}{2}$ S.		Nro.	3	c m r			
10	2		W. $\frac{1}{2}$ S.		Vble.	3	c m r			
11	2	5			N. E.	2	c r			
12	2					2	c r	90	86	

Course.	Dis.	Latitude N.		Longitude E.		Bearings and Distance.
		Dr.	Obs.	Dr.	Chro.	
S. 72 W.	49.	5° 21'	5° 22'	97° 31'	97° 35'	Diamond point, S. 77. W. 23.

1	2		W. S. W.		Vble.	2	c m			<p>P. M.</p> <p>In all studding sails and trimmed, set mainsail and driver, exercised small armed men, 4.</p> <p>5 h. 30 m. Mustered at quarters.</p> <p>6 h. Gun-boat in co.</p> <p>7 h. In 1st and 2d reefs, tacked.</p> <p>8 h. Midnight.</p>
2	2		W. by S.		N. E.					
3	2				Vble.					
4	1	4			N. N. W.	1	c m			
5	2		W. by S. $\frac{1}{2}$ S.			2	b c m	88	85	
6	3	2								
7	4									
8	1	5								
9	2		W. by W. S. W.		N. W. Vble.	4	b c m			
10	4	2	N. N. W.		Westly.					
11	4	5	N. W. vble.							
12	4	4			Vble.					
	4	2						88	85	

— No. 5. —

EXTRACT from the Log Book of Her Majesty's Sloop *Scylla*.

H.	K.	F.	Courses.	Winds.	Force.	State of Weather.	Remarks, &c., Her Majesty's Sloop <i>Scylla</i> , 6th August 1843.
1	3	4	S. by W.	E. S. E.			A. M. 4h.
2	3	4	S. S. W.				6h. 30m., shortened sail to a heavy squall from south-west; 7h. 50m., during a squall from the northward and westward, accompanied with heavy rain, the ship was struck by lightning, taking its course from the main topgallant masthead, down the masts, starting the butts and nails of the conductors, especially where the lightning first struck; it passed through the lower deck by the conductors, and various parts of the ship, such as chain cables, the coppers, &c. exhibited symptoms of the presence of electricity; 8h. 20m. made sail; 8h. 30m., taken aback, braced round on larboard tack; 10h. mustered by open list, and read the articles of war; 11h. 30m. trimmed to a light breeze from the northward; noon current, N. 52, W. 15 miles.
3	4		S. W. $\frac{1}{2}$ S.				
4	3	4	S. W.		3 u c t l		
5	4	4	S.W.byW.	S. by E.			
6	3						
7	2	2	S. W. N. W.		3 u c t l q r		
8	2		W. by S.		*		
9	1		S. by E.				
10 } 11 }	1		N. W. by N.		0 c a		
12	1		⊕ South	North.	1 b c		

Course.	Dis.	Latitude.		Longitude.		B. 30. 6.	Water.	Bearings and Distance.
		Observation.	D. R.	Chron.	D. R.			
S. 26 W.	75	24° 3'	28° 53'	96° 13'	96° 1' W.	T. 84	Exd. $\frac{3}{4}$ T. R. 22 $\frac{1}{4}$ T.	St. Juan de Ulloa, south 288'.

1	1	$\frac{1}{2}$	South S. by E.	N. E. by E.	2 u c m l r	P. M. 12h. 40m. altered course to S. by E.
2	3					
3	6					
4	7	2				1h. 40m. trimmed out 2d reefs.
5	7					
6	5				3 b c	6h. mustered at quarters.
7	6					
8	6				4 b c	
9	7					
10	7	2				
11	7					

— No. 6. —

REPORT from Vice-Admiral Sir *Charles Adam*.

Sir,

Illustrious, Halifax, 17 October 1843.

I INCLOSE, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Commander Sharpe, of H. M. sloop *Scylla*, with an extract from that sloop's log, relating to her having been struck by lightning, and I beg leave to call their Lordships' attention to the circumstance of the nails and plate fitted on Mr. Harris's plan having been removed by the electrical fluid, all of which does not appear to have been carried off by the conductors.

I regret that the *Scylla*, from the circumstances explained by Commander Sharpe, will not have been able to leave the Gulf of Mexico before the beginning of this month, which will be too late in the season to admit of her proceeding to Quebec, in the event of specie having been shipped for that port. I have given notice of this to the Commissariat Department here, to enable them to make arrangements to meet any difficulty which might be caused by that sloop's detention in the Gulf of Mexico.

I have, &c.

(signed) *Charles Adam*,
Vice-Admiral and Commander-in-Chief.

To the Right Hon.
Secretary of the Admiralty.

— No. 7. —

EXTRACT of a LETTER from Commander *Sharpe* to Vice-Admiral Sir *Charles Adam*.Her Majesty's Sloop *Scylla*, Sacrificios, 19 August 1843.

"ON Sunday, 6th August, Her Majesty's sloop was struck by lightning, as noted in the log of Her Majesty's sloop, copy of which I herewith annex, and I cannot omit this opportunity of recording my high opinion of the utility of the lightning conductors, on Harris's plan, with which the *Scylla* is fitted; had we not had them, the mainmast must have been shivered, or perhaps a more serious disaster would have befallen us."

— No. 8. —

LETTER to Mr. *Snow Harris* from the Secretary of the Admiralty.

Sir,

Admiralty, 31 October 1843.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for your information, an extract from the log of Her Majesty's sloop *Scylla*, reporting her having been struck by lightning, and the effect produced on it by the conductors.

Scylla: Extract
from log, when
struck with light-
ning.

I am, &c.

(signed) *S. Herbert*.

W. S. Harris, Esq., Plymouth.

— No. 9. —

LETTER from Mr. *Snow Harris* to the Secretary of the Admiralty.

Sir,

6, Windsor Villas, Plymouth,
3 November 1843.

I FEEL greatly obliged by your communication of the 31st of October, containing an extract from the log of Her Majesty's sloop *Scylla*, and beg permission, for the information of their Lordships, to offer the following remarks relative to it.

It is of course highly gratifying to me to have this additional instance of the successful

nails of some of the conducting plates, is very likely to have arisen from some little deficiency in the method of securing the plates and butts at the time this vessel was fitted. The improved method of securing the plates, which has been generally adopted since their Lordships sanctioned my superintending the work in some of Her Majesty's dockyards, viz. by brazing the butts together, and by fixing the plates in a more regular and perfect way, renders such effects as those stated in the log very unlikely to occur generally.

In the heavy shock of lightning which lately fell on Her Majesty's sloop *Daphne*, having conductors fitted in this manner, no effect of the kind was experienced, nor had it occurred in at least six of Her Majesty's ships upon which strokes of lightning have fallen. Hence I think I am justified in considering the circumstance as a casualty easily guarded against, and such as may not unreasonably be supposed to attend the progress of any mechanical contrivance whatever.

I further respectfully submit to their Lordships, that the inconvenience attendant on the loosening of a few nails, which probably occurred only in the lofty spars, is of very minor importance, and easily remedied, as appears by the evidence of the Honourable Captain F. Grey, in the Report of the Admiralty Commission on Lightning Conductors, p. 30, line 9 from the bottom.

It would be very satisfactory to me if their Lordships would be good enough to call upon Captain Sharpe to state whether the conducting plates were examined previously to the lightning striking the ship, because a similar starting of the butts and nails has ensued in some of the ships fitted on my plan, by the straining of the spars alone, and it would also be satisfactory to be informed of the particular spars most affected; as if the starting was caused by lightning, I think it will appear that the loosening of the nails occurred in the upper spars, and that nothing of the kind will be found on the lower mast, or in the hull. I would further suggest to their Lordships the propriety of examining the plates on the foremast upon which the lightning did not strike, so as to be assured that no similar starting has occurred there.

With respect to the chain cables, coppers, &c., which are said to have exhibited symptoms of electricity, I am sure that I need not point out to their Lordships that such phenomena are very common in thunder storms, and are a necessary consequence of the presence of a thunder cloud, which places the whole mass of the ship, the air, and the surface of the sea, in a high electrical state.

They have no reference whatever to the presence of a conductor on the mast, such as mine. It is not uncommon to find symptoms of electricity on the ropes and other parts of a ship, and the metal about mail-coaches often exhibits traces of electrical light in thunder storms. Her Majesty's ships *Russell* and *Minerva*, in 1795 and 1791, were so affected. Brilliant electrical sparks are said to have appeared on the decks, and even in the hold. Such phenomena are harmless; it is the great body of the thunder stroke which we have to provide against, so as to rob it of its explosive force from the instant it strikes upon the conductor, and transmit the discharge, under the form of an electrical current, to the sea.

And this, I think, their Lordships will admit has in the present case been fully accomplished directly in the line of the conductors prepared for its reception, without any deviation whatever; for the log states, "that the lightning took its course from the main topgallant mast-head down the masts, and passed through the lower deck by the conductors," and this without explosion in the ship, or any inconvenience whatever, since the usual duty of the ship went on as if nothing had happened.

I have, &c.

Sir John Barrow, Bart. &c. &c.
Admiralty.

(signed) *W. Snow Harris.*

— No. 10. —

LETTER from the Secretary of the Admiralty to Vice-Admiral Sir *Charles Adam*.

Sir,

Admiralty, 8 November 1843.

Scylla, struck by
lightning. Report
called for.

WITH reference to your letter of the 17th ultimo, No. 282, enclosing an extract from the log of the *Scylla*, recording the circumstance of her having been struck by lightning, I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to call upon Commander Sharpe to state whether the conducting plates were examined previously to the lightning striking the *Scylla*, because a similar starting to that reported of the butts and nails has ensued in some of the ships fitted with Harris's conductors; and also to report the particular spars most affected: at the same time examining the plates on the

— No. 11. —

REPORT from Commander *Sharpe*, of Her Majesty's Sloop *Scylla*.

Her Majesty's Sloop *Scylla*, Bermuda,
18 February 1844.

Sir,

THE commander-in-chief having signified to me that the Lords Commissioners of the Admiralty having desired a report to be made on the lightning conductor, &c., and in reply I beg leave to acquaint you that the conducting plates were examined every morning by the carpenter; that the electric fluid struck the main royal mast head, passing down the conductors to the lower deck, thence by the conducting plates into the sea, without further injury than starting the butts and nails of the conductor; also to state, that the foremast was examined and the butt nails found perfectly uninjured.

To the Secretary to the Admiralty, I have &c.
(signed) *Robert Sharpe*, Commander.
 &c. &c. &c.

— No. 12. —

LETTER from the Secretary of the Admiralty to Mr. *Snow Harris*.

Sir,

Admiralty, 9 March 1844.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith a copy of a letter from Commander *Sharpe*, of the *Scylla*, in reply to the inquiries founded on your letter of the 3d November last.

W. Snow Harris, Esq.

I am, &c.
(signed) *J. Barrow*.

— No. 13. —

LETTER from Mr. *Snow Harris* to the Secretary of the Admiralty.

Sir,

Plymouth, 7 August 1844.

In reference to the communication with which I was honoured by command of their Lordships, dated 31 October 1843, and enclosing an extract from the log of Her Majesty's sloop *Scylla*, reporting her having been struck by lightning, and the effects produced on my conductors, I respectfully submit, for my Lords' consideration, some very interesting and important information relative to this occurrence, and which has been kindly communicated to me by Captain *Sharpe*, commanding the *Scylla*, and by Mr. *Welsh*, the carpenter of the ship, who had the immediate charge of the conductor; and I consider the facts they state of so much consequence, as to render it a duty on my part to communicate the same to their Lordships.

I believe it will be found in the communications which I addressed to their Lordships, dated 3 November and 5 November 1843, that I expressed my conviction that the spars in which the conducting plates were said to have started by the force of the lightning, had not been fitted under my direction, and according to the methods now practised, and also that it was therefore probable that some of the fixings might have been loosened by the straining of the spars. The following extracts from the communications I have mentioned, will, I am sure, satisfy their Lordships on these points, whilst at the same time they must fully prove the beneficial action of the conductors in rescuing this ship from a most awful stroke of lightning without inconvenience or damage, and which, under common circumstances, would certainly have been productive of most serious mischief.

Captain *Sharpe* states, "On the morning of the 6th August 1843, in lat. 24. 3. N., long. 96. 12. W., the *Scylla*, at about 8 a. m. was struck by lightning, with a heavy clap of thunder, which shook the ship to her keelson. The greater part of the morning watch had been one continued heavy rain, sky overcast with dense clouds, winds unsteady, attended by heavy thunder and vivid lightning, both sheet and forked, and which very frequently exploded close to us."

Captain *Sharpe* then goes on to say, that "Towards the close of the morning watch a very heavy cloud densely charged with the electric fluid enveloped the ship, raising at the

mast for that purpose. The nails of the conductors on the topgallant mast were in many places apparently wrenched out by the force of the shock, and many of the butts of the plates started on that spar being curled up for many inches; no other mast was touched or felt the least effect from the shock. There was one butt on the mainmast about three feet above the deck, which seemed to be a little moved, but not in my opinion so as to be of any consequence.

I should tell you that the topgallant mast was not fitted with your conductors by the Dock in England, but was fitted at Port Royal, so that probably there may have been some defect in securing the butts; we have, especially after a little weather, had to use the hammer aloft. An improvement can be made in securing the plates, but to this I believe attention has been directed.

"There can be little doubt (continues Captain Sharpe) that the conductors saved our spars. From the conductors being fixed, I consider them preferable to any others."

The following is the statement made by the carpenter, Mr. Welsh:—

"By permission of my captain I have to state, that on examining the conductor after being struck by the lightning, I found it started from a butt at the main royal mast-head about three feet below the truck; on tracing the conductor down the mast, I only found one butt started a little, and several nails loose; but I set-to and renailed the plates instantly; the conductor was repaired in a few minutes.

Neither the ship or the mast received the slightest damage from the flash or the fluid; and it is my true opinion that but for the conductor the mast, if not the ship, must have sustained a serious injury."

I am the more anxious to call their Lordships' attention to these facts; because, when the log of the ship was forwarded to me, an order was sent to the different dockyards from the Admiralty, Somerset House, for an immediate return of all ships fitted with my conductors; the ground of which, so far as any failure whatever of my plan in the Scylla is involved, I respectfully submit to my Lords is by no means tenable. Now there are three very great practical results in this case of the Scylla, which I hope I may be allowed to briefly point out, as being very well worth attention.

First—The awkward and fearful position of the ship, in the focus of a tropical thunder-storm, and the heavy burst of thunder and lightning which fell immediately on the masts.

Second—The fact of the lightning exploding frequently close to the vessel without being influenced, according to the common notion, by a specific attractive force, for the matter of lightning assumed to exist in the conductors.

Thirdly—The instantaneous dispersion of the electrical charge, when it did strike on the masts, without any inconvenience or damage to the spars or hull of the ship.

There is no instance on record, so far as I know, in which a ship similarly circumstanced and not having any conductors, has escaped without very considerable damage.

I venture further to point out, with their Lordships' permission, that we have now incontrovertible evidence of at least 10 sail of Her Majesty's ships saved from the destructive ravages of lightning by the method of defence I have suggested. They are as follows:—

Actæon, 20; Asia, 84; Beagle, 10; Druid, 44; Dryad, 44; Daphne, 18; Minden, 74; Racer, 18; Scylla, 18; Talbot, 20. How much money, and how many lives might have been sacrificed in these cases had they not been guarded by the conductor, I leave any candid person who has read the many terrible instances of damage by lightning, recorded in the logs of Her Majesty's ships, to determine.

It may not perhaps be uninteresting to their Lordships to learn, that the instance of the Racer, 18, is a very recent case. This vessel was struck by lightning in the Rio de la Plata, in February last, as their Lordships will probably find recorded in the ship's log. The following, however, is Captain Keed's account, who commands the Racer:—

"The vane staff at the fire had been broken, and was down for repair about 4. 30. a.m. during a heavy storm of thunder and lightning; it (the lightning) was clearly seen to strike the foremast, and upon removing the truck (which I have still in my possession), it was quite evident, from a spot of the copper band round the smelt being melted, that it had entered there, and passed by a bolt of one of the sheeves on to the conductor, by which it was carried safely off. Many persons have inspected the truck, all of whom speak highly in favour of the conductor."

So that, as my Lords will perceive, here is a case of a ship rescued actually from the grasp of a burst of lightning in one of the most exposed climates, which, on falling on the mast, positively melted a portion of the metal on which it struck.

I cannot but think that the history of such cases as these very fully proves, that the

I was very liberally authorized to examine. As a book of reference, and as containing useful facts connected with lightning in various climates, and the general effects thereof in our navy, I cannot but hope it may be worthy a place amongst the many valuable records of the Admiralty.

Secretary of the Admiralty.

I have, &c.
(signed) *W. Snow Harris.*

P. S.—It may not be unimportant to point out the fact to their Lordships, that Her Majesty's ship *Racer*, lately defended from lightning by my conductors in the way described by her captain, was struck in the year 1834, in a similar way, off Carthage, in the same part of the world, and had both her topmasts knocked over the side, beside other damage. The case, as taken from the log, is given at page 35 of the pamphlet which I have done myself the honour to enclose for their Lordships' acceptance.

— No. 14. —

EXTRACT from the Log of Her Majesty's Steam Vessel *Sydenham*, of the 4th January 1845.

H.	K.	F.	Course.	Wind.	Sig.	Weather.	REMARKS, Saturday, 4th Jan. 1845.
1				S. E.	8	cog. vble.	<p>A. M. 1 h. 30 m. veered, cable to 72 fathoms; 4h. struck by lightning; the conductor being up, lightning passed off without damage; 8 h. 30m. down lower yard and topmast; 9h. 30m. lit the fires; 10h. shortened in cable; 11h. received the mails; 11h. 30m. weighed and proceeded for Samos; put over patent log.</p>
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
				S. E.	5	ch.	

— No. 15. —

EXTRACT of a LETTER from Vice-Admiral Sir *E. Owen* to the Secretary of the Admiralty; dated Her Majesty's Ship *Formidable*, at Malta, 7 January 1845.

"I LEARN, by an after-statement from Lieutenant Mapleton, that the *Sydenham* was struck by lightning at Corfu on the 4th instant. Her chain conductor was in its place, and it passed overboard with an explosion, but with no damage other than that of fusing its metallic point."

— No. 16. —

COPY of a LETTER from Captain *J. J. Onslow*, of Her Majesty's Sloop *Daphne*, to Commodore *Purvis*; dated Monte Video, 10 February 1843.

Sir,

I HAVE the honour to report, for your information and that of their Lordships, yesterday

— No. 17. —

REPORT of Captain *Duntze*, of the *Fisgard* having been struck by Lightning.

Her Majesty's Ship *Fisgard*, Nisgually, Puget's Sound,
30 September 1846.

Sir,

I HAVE the honour to report to you, that on the 27th instant, at 7. 45. p. m., whilst at anchor at this place, the mainmast of the ship was struck by lightning during a very severe thunder storm.

I was not aboard at the time, but the senior lieutenant who was standing immediately abaft the mast on the quarter deck, observed a very vivid flash, succeeded by a very loud report, which he compares to a broadside fired from each side of the ship; he also noticed the fall of three or four splinters, which were found to have come from between the spider hoop of the awning and the deck. A boatswain's mate, who was standing near him on the starboard side of the mast, was knocked down, and one of the midshipmen, who was also on the starboard side on the main deck, near the mast, felt himself thrust away from it, but without falling.

The main topgallant mast was got on deck the next morning, and on being examined it was found that the spindle was fused at the top and blackened about one-third of the way down. There were no marks on the conductor of the royal and topgallant mast, except at the lower part, which was covered by the cap, where it was blackened and the nails slightly fused. On the main topmast there was no mark whatever, and on examining the mainmast the conductor was found to have been started from the mast in three places, one at the butt close to and just above the spider hoop, another at the next butt below, and the third, not at a butt, but separating the two strips of copper forming the conductor, about four inches in length, and an inch and a quarter at its greatest width, slightly splintering the wood immediately in contact with the conductor at each of the above places.

The lightning having passed down the conductor on the mainmast, on reaching the lower deck took the direction of the two branches of the conductor, one leading out by the boatswain's cabin, and the other through the midshipman's berth to the bends on the ship's side, which were started at the ends in contact with the copper, both which communicates the inside with the outside conductor, bulging the sheet of copper which covers the conductor. From the appearance of the copper conductor in the inside of the ship, I am led to suppose that more of the electric fluid escaped on the port than on the starboard side.

Mr. Rodd, the senior lieutenant, gives it as his opinion, from the severity of the shock, had it not been from the efficiency of the conductor, the mainmast would have been totally destroyed and much other serious damage sustained, in which I fully coincide; and as I consider the above is of sufficient importance to be communicated to the Admiralty sooner than it could through you, I have forwarded a copy of this letter to their Lordships' secretary.

I have, &c.

(signed) *J. A. Duntze*, Captain.

Rear Admiral Sir Geo. F. Seymour, C. B., G. C. B.,
Commander-in-Chief, &c. &c. &c.

— No. 18. —

LETTER from the Secretary of the Admiralty to Mr. *Snow Harris*.

Sir,

Admiralty, 10 February 1847.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you the copy of a letter from Captain *Duntze*, of the *Fisgard*, dated 30th September last, relative to the effect produced on the lightning conductors fitted to the mainmast of that ship, and which was struck by lightning during a severe storm; and I am to acquaint you that my Lords would be glad to be furnished with any remarks you may have to make on the insufficiency, to a certain degree, of the conductors to carry off the whole of the electric fluid.

I am, &c.

(signed) *W. A. B. Hamilton*.

S. Harris, Esq.
&c. &c.

— No. 19. —

LETTER from Mr. *Snow Harris* to the Secretary of the Admiralty.

Sir,

Plymouth, 13 February 1847.

I HAVE been duly favoured by yesterday's post with a copy of the letter from Captain

You will, I trust, do me the justice to believe that in any explanations or observations I may venture to submit for consideration, it is my earnest desire to bring a dispassionate and sober judgment to bear on so momentous a question, and I cannot but feel assured that my Lords will receive any statement I have to make with that degree of candour and unbiased reflection which they are in the habit of bestowing on every question affecting the welfare of the Royal Navy and the public interest.

I have carefully considered the very explicit statement in Captain Duntze's letter, and I trust to prove, to my Lords' entire satisfaction, that the phenomena in question show no insufficiency in the conductor to transmit the charge, but only an insufficiency to transmit it without certain small disruptive effects arising either in the conductor, or from a want of close fitting in the joints of the conductor in which the appearances described arose; I am fully satisfied that the conductor did disperse upon the sea and carry off faithfully every atom of the electric matter which fell on it, and by which, as allowed by the officers of the ship, the masts were no doubt saved, probably many men's lives, and much serious damage besides.

The points to which my Lords more immediately direct my attention are, I presume, the appearances and effects on the conductor, the starting of several of the butts of the plates, with a slight splintering of the wood in contact with them, and the effect produced on two persons on the decks; leading, as I infer by your letter of the 10th instant, my Lords to conclude that the conductor had been "insufficient to a certain degree to carry off the whole of the charge."

In explanation of this, I beg to state, that I consider the results in question as being purely mechanical results of a very simple character, and very easy of solution.

It is requisite here to understand, that in all cases of electrical discharge, from the clouds and earth, the whole mass of the intermediate air is as it were broken down by an irresistibly expansive action, the particles are forcibly displaced, so that persons near the surface below are not unfrequently thrown down by this force alone, much in the same way as they would be affected by a somewhat distant explosion of gunpowder, and which we know has prostrated buildings by mere concussion and expansion of the surrounding air; the gentleman on the lower deck who is described by Captain Duntze as "having felt himself thrust away from the conductor, but without falling," was evidently affected in this way, and I have no doubt but that the boatswain's mate on the deck above was thrown down from the same cause. This is by no means a rare occurrence in storms of lightning, so that we have to distinguish between such instances as this, and those instances in which persons are actually struck by lightning, or by the passage of the electric matter through them.

In the case of Her Majesty's sloop *Scylla*, struck by lightning in the West Indies in August 1843, and saved by the conductors in precisely the same way as the *Fisgard*, I understand that Captain Sharpe, who was at the time in his cabin shaving, felt the razor forced as it were out of his hand. The whole force of a West India thunder cloud, and which rendered the sky awfully dark, fell on the mainmast of the ship; the concussion was so great, that the vessel is said to have trembled by a species of vibration even to the keelson, yet no damage ensued, and the ship was under sail again in half an hour as if nothing had occurred. Such effects, as my Lords will see, are quite distinct from the progression of the electrical agency itself. Thus Captain Sharpe was certainly not struck by the electrical discharge which fell on the ship, or by any portion of it; it would be quite impossible to mistake the effects of that. The being subjected to the action of an expansive force, considered in the light of a mechanical force, is one thing, but the being struck down by the matter of lightning is another.

It is, however, certainly possible, that considering the nature of a thunder storm, that it is an action set up between a vast mass of cloud, and the surface of the earth and sea; certain minor electric actions may arise in the air contiguous to the earth, so that persons may, under certain circumstances, and in certain positions, be not only forced aside, but be what is usually called electrified. These, however, are all very secondary actions; they are not the sources of danger attendant on the great discharge which occurs. It is quite impossible always to avoid them; almost every object on the earth's surface is more or less affected electrically during the great excitement of a thunder storm, as my Lords will see in my work on Thunder Storms, p. 11, and which I did myself the honour to present to the library of the Admiralty.

I think, therefore, it may be satisfactorily shown, that the force which operated on the two persons on board the *Fisgard*, did not at all depend on any insufficiency of the conductor to transmit the whole of the charge.

Having so far disposed of this question, we come now to consider the effects on the conductor, viz., the starting of the joints, the slight splintering of the wood in contact with these joints, and the blackened appearance aloft, and fusion of the extremity of the vane spindle.

Here it will be requisite to further explain. that any interval in the course of a metallic

In the annexed Fig. 1, M is a small mortar, turned out of boxwood or ivory, having a small chamber at c.

B is a small ball of cork placed over the chamber ; a. b. are two small wires passing air tight through the side of the mortar into the chamber c, so as to remain at a very small distance from each other.

Under these circumstances let an electrical discharge be passed through the wires a. b., and the ball B. will be propelled with force out of the mortar.

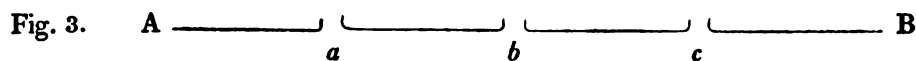
Now supposing a joint of the conductor not perfectly fitted, there would arise a small disruptive force of this kind, capable of starting the joint and slightly splintering the wood to which the conductor is attached.

Again. Let a long slip of tin leaf be closely laid down on a dry piece of mahogany, as in the annexed Fig. 2.



Let three or more very fine divisions be made in this slip by passing a thin sharp knife across it, as in the points a. b. c.

If now an electrical discharge be passed across the slip as from A. to B., the metal will be thrown upward just at the joints, and exhibit an appearance such as seen in the following Figure 3, thereby evincing disruptive action.



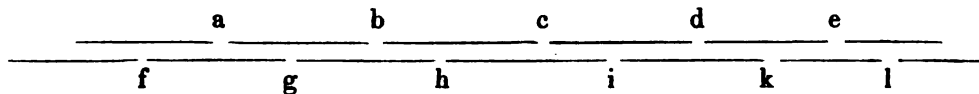
If some small wafers be placed over the cuts in Fig. 2, and other small wafers on the fair portions of the metal, then, on passing the shock from A. to B. all the wafers will be dispersed which are on the divided parts, whilst those on the fair parts will remain quiescent.

Now this is again precisely the effect described by Captain Duntze as having occurred on board the Fiscard in certain portions of the conductor.

In the above experiments it is quite clear that there is no insufficiency in the metals upon which these phenomena depend, to carry the whole of the electricity thrown on them ; there is only an insufficiency to transmit it without a certain degree of disruptive action, the amount of which may be always known.

It is this kind of force by which chain halliards and other chains are frequently knocked in pieces by lightning, and come rattling down on deck, as in the case of Her Majesty's steam frigate Blazer, struck by lightning in the Mediterranean, 29th of March 1839, and as instanced in the chain lightning conductor of the ship New York, and of Her Majesty's ship Dublin.

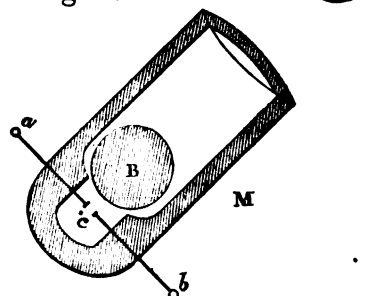
With a view of avoiding these minor expansive forces, and at the same time obtaining a conductor of sufficient flexibility to yield to any strain the mast is liable to, I have constructed it of two layers of copper plates, placed one over the other in series, and in such way that the continuous portions of the one may fall under or over the jointed portions of the other, as represented in the following Figure 4.



Thus if a. b. c. d. &c. be the joints of the upper series, then f. g. h. i. &c. are the joints of the under series. In this arrangement there is no joint uncovered by continuous metal, so that if the joints be accurately fitted, and the plates set close, the expansive forces liable to occur in these points may become indefinitely small, and be for all practical purposes as of no value ; and this, I think, my Lords will see was the case in the Fiscard, all along the line of metal from the truck down the topgallant mast and topmast, &c. &c.

This being understood, I have now to observe, that the order for carrying out my plan universally in the navy not having been promulgated until after the lower masts of many ships were completed and in place. it was not thought prudent to disturb these masts. so

Fig. 1.



to the safe operation of the conductor, being quite satisfied as to the limit of the expansive force liable to occur; the greatest damage likely to arise would be merely a starting of the plates, and which occurred aloft in a royal mast of the *Scylla*, fitted at Halifax, stated by the carpenter of the ship to have been set right with a hammer in ten minutes.

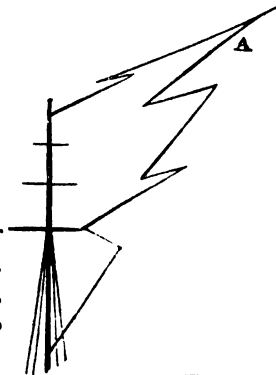
Their Lordships will then perceive that since, as I have shown, a conductor may transmit a heavy shock of electricity, both with and without disruptive action of a trivial kind, such as that in the case under consideration, therefore the presence of such action does not show an insufficiency in the conductor to transmit the entire charge; on the contrary, it is the best possible evidence that the conduction had proceeded, inasmuch as disruption is the immediate consequence of the electric charge.

In the case of the *Fisgard* it would certainly be inadmissible to suppose that the conductor had transmitted a discharge of lightning capable of shivering the masts in pieces, minus a certain small portion, evinced by the disruptive effects, and which had passed off in no traceable or assignable direction whatever. Besides, it being now a perfectly established law of electrical action, that in all discharges such as lightning, the course of the discharge is invariably in the resisting path, we cannot conceive it possible that any small portion of the charge had left the conductor without we could determine the position of some other equally non-resisting course. But the surrounding air and other matter intervening between the conductor and the precludes the possibility of such a division of the charge, and renders any supposition of the conductor not having really transmitted the whole of the charge quite inadmissible.

With respect to the fusion of a portion of the vane spindle, &c. &c., that is a result frequently to be expected whenever intense lightning assails the conductor, and for this reason, that the immediate points of entrance or exit of the electric matter are always those in which the greatest heating effect is produced. It is, in fact, upon these points of a lightning conductor that the electric matter is concentrated in passing from or towards a resisting medium, and through which it is forcing its way; as the fusion takes place aloft, there is no danger to be apprehended from it, and would be always liable to occur, however capacious or perfect the conductor may happen to be.

I respectfully submit that this recent instance of the protection afforded by my conductors to Her Majesty's Ship *Fisgard* is of a very peculiarly interesting and satisfactory kind, inasmuch as the disruptive effects, together with the appearances aloft, leave no doubt whatever of the fact of the conductor having transmitted a very intense stroke of lightning, with but extremely small inconvenience. We trace the discharge even from the point on which the lightning first fell, along the whole course of the mast up to the very bolts, by which it was securely transmitted to the sea, and we find the ship unharmed amidst the blaze and crash of the most powerful and destructive element in nature.

Before concluding this communication, I cannot avoid pointing out to my Lords the possibility of the lightning having fallen on the *Fisgard*, both aloft at the vane spindle, and low down above the deck. It is well known that a discharge of lightning will very frequently divide in two or more streams. Monsieur Arago, in "Notices Scientifiques," "Sur le Tonnerre," has given several instances of this; and in my work on Thunder Storms, already mentioned, pages 33, 213, and 221, will be found other interesting instances; and of which I could adduce many in cases of ships of the Royal Navy struck and damaged by lightning. Thus a discharge of lightning in falling on a ship, will sometimes proceed as in the annexed scheme, dividing, as it were, in some point (A.) into two or more branches.



Now it is not improbable that the discharge of lightning which assailed the *Fisgard*, might, in coming obliquely toward the mainmast, have so divided as to cause a minor discharge to fall on the conductor very low down. In this case there would arise a violent concussion and expansion near the deck as well as at the mast-head, quite sufficient to account for the phenomenon observed. At all events, I feel satisfied that none of the effects described by Captain Duntze arose out of any insufficiency in the conductor to carry off the whole completely.

I have now, sir, to express to you my grateful sense of their Lordships' courtesy, in having honoured me with a copy of Captain Duntze's most interesting letter, and beg permission to add that I shall be at all times ready to meet any suggestions or views my Lords may entertain relative to the fitting my conductors in Her Majesty's ships, and will, with the greatest pleasure, give immediate attention to any further communication on this question they may feel disposed to favour me with.

I have, &c.
(signed) *W. Snow Harris.*

P.S.—Thinking it may not be unacceptable to my Lords to receive an account of what has happened in similar circumstances, I do myself the honour to enclose an extract of an official letter relative to the *Phaeton*; being, as in the case of the *Fisgard*, a communication from the captain of the ship; the size of the ship about the same, and the circumstances not unlike.

I have also enclosed a history of the cases of lightning which have occurred in other

EXTRACT of a LETTER from Captain *Sturt*, of Her Majesty's Ship *Phaeton*, of 46 guns; dated Spithead, 21st October 1824, and addressed to Admiral Sir *George Martin*, G.C.B., Commander-in-Chief at Portsmouth; describing a shock of Lightning which fell on the Masts of the *Phaeton* at Gibraltar, on the previous 14th of September; in consequence of which she was sent to England.

From 7 to 8 p. m. it blew extremely hard, with severe squalls and vivid flashes of lightning, which seemed to approach the ship.

A few minutes before eight, there was observed a condensed cloud, charged evidently with the electric fluid, gliding along one side of the rock, and directing its course toward the ship, which it reached; about 10 minutes past 8, it exploded over the *Phaeton*, with a terrific crash, striking first the fore topgallant mast, and then descending down the topmast, passed down to the bitts, along the foremast; all these masts were shivered in pieces and set on fire, together with the small sails in the top, and the topmast studding sail on the larboard rigging.

The electric matter likewise struck the main topgallant mast, came down the signal halliards, which were burned to a cinder, and then attracted, as I conjecture, by one of the guns, it escaped out of the port.

The very hearts of the masts were torn out. Five of the iron hoops on the foremast melted and torn asunder.

I am happy to add that no one was seriously hurt, although many were struck down and continued for some time insensible.

N.B.—The foremast was obliged to be cut off; 16 feet above the deep they fitted a spare maintop mast for a jury foremast and returned to England.

APPENDIX.

IN treating of the effects of expansion, as causing the disruptive effects described in the case of the *Fisgard* v. Conductor, I should have further explained that the expansive force of electricity, although the greatest upon bad conducting or resisting matter, such as the air, glass, resinous bodies, wood, &c. &c., is still very powerful on the particles of less resisting matter, such as the metals, especially if the metallic body be of small dimensions in respect of the passing charge. Thus, if a shock of electricity be transmitted along a small wire, A B,

A _____ B

as, for instance, from A to B, it will frequently become as it were crippled, and assume the appearance shown below:



In the case of the twisted wire rope, applied as a lightning conductor to the Hotel des Invalides at Paris, a portion of it became so crippled that it fairly broke into pieces of one such or more in length; these were scattered in all directions, and some considerable damage ensued. This happened in June 1839; an account is seen in *Comptes Rendus* for 17th June 1839.

It is therefore very probable that, in addition to the force I have assigned, viz. the expansion of the air about the joints, there was exerted also some further expansion by the electric matter acting on the particles of the conductor, and which tended to wrench it as it were by a twist; all such effects, however, in the very capacious conductor I employ, would at any time be small, and certainly of no moment in consideration of the general result, as is seen in the case of the *Fisgard*. The capacity of the conductor on the *Fisgard*'s mainmast exceeds that of the common conductor, originally proposed for the navy, in the ratio of nearly 10 to 1, and is greater by far than any conductor usually applied to buildings on shore. I feel quite assured, however, that such conductors are requisite in all cases; those in common use are much too limited to resist the expansive effects of lightning, as we see in many instances; besides that no small conductors of great length, as in long small chains and wire ropes, in which the resistance becomes very great, the charge may really divide upon other portions of the rigging or ship. This happened in two French frigates having long wire ropes as conductors, viz. *La Calypso* and *La Junon*; *Arago*, *Sur les Tonnerre*: it also occurred in the case of Her Majesty's sloop *Bittern*, here the royal-mast was shivered; we see this also in the case of the Hotel des Invalides, above mentioned.

When all these things are taken into the account, I think it will appear, from the many cases of protection from severe lightning afforded by my conductors, that by the system I have proposed, resting as it does upon far more general views in science than any which have been hitherto entertained, the Navy of England may be certainly placed beyond the reach of damage by the terrible element of lightning, and which cannot but be of very vital

History, that the *Guerrière* went into action with her mainmast in a tottering state from lightning.—Vol. 6, p. 32.

In 1828, the *Thetis* and *Heron*, two out of five of our Buenos Ayres squadron, had their masts shivered by lightning, so that convoys could not be granted for the protection of our trade, the object of the station at that time, nor could the *Thetis* get a foremast for some time.

There is, then, every fair reason for perfecting my conductors to the last possible degree, as specified in my letter of the 4th of January last. It would, I think, be desirable to unite the branches below with the conducting bolts leading to the side by solder, and cut the copper plates passing under the beams into longer plates, so as to have fewer joints.

The advantages obtained by such a system as I propose are these: the conductor is of great capacity, much greater than can be possibly applied under any other form; it is applied directly to the part required to be defended; it forms an integral part of the ship, hence is always in place, always ready to meet the most unexpected danger. It does not in any way interfere with the standing or running rigging; is not liable to damage by the many strains or forces acting on the ropes generally; it admits of the motion of one part of the mast on the other; and in case of any portion being removed, either by accident or design, the remainder is in place, and competent to the required protection.

Moreover, the conductor is totally independent of the crew of the ship, and gives them no trouble to place or replace, to watch or handle, in times of difficulty. Thus, if in the case of the *Fisgard*, the men had been handling a small wire rope about the truck, with a view of shortening it on, or providing for it, from a necessity of striking the topgallant-mast, they certainly must have suffered; now this casualty is met, as far as possible, by the conductor being of great capacity, and forming part of the mast.

— No. 20. —

DIRECTOR-GENERAL, transmitting Extract of Surgeon's Report.

Admiralty, 6 May 1847.

I BEG leave to lay before their Lordships the accompanying extract from the Medical Report of Dr. Thomas R. Dunn, Surgeon of Her Majesty's Ship *Fisgard*, in the Pacific, between the 1st July and 30th September 1846, showing the effects produced by a stroke of lightning on that ship, which has been fitted with lightning conductors on the plan of Sir Snow Harris.

(signed) *W. Burnett*,
Director-general, &c.

The Secretary of the Admiralty.

— No. 21. —

EXTRACT from the MEDICAL REPORT of Dr. *Thomas R. Dunn*, as Surgeon of Her Majesty's Ship *Fisgard*, in the Pacific, between 1 July and 30 September 1846.

IN general terms the weather may be described as fine during the quarter, and very much resembling the climate of England, during the corresponding period of the year, with cooler nights, perhaps, and a smaller amount of rain. On the 26th instant, after a gloomy day, and heavy falls of rain, this ship was struck by the lightning at 8 p.m., during a heavy thunder storm. The electrical discharge is described by the officer on deck to have descended the mainmast with tremendous force on the lower deck; it was also observed to pass along the lateral conductors, and to explode simultaneously on escaping from both sides of the ship, at the respective distances of $2\frac{1}{2}$, $7\frac{1}{2}$, and $12\frac{1}{2}$ feet above the upper deck, the lower butts or ends of the external plates of the lightning conductor, as well as the copper nails by which they are secured to the mast, were observed to have been forced out of the groove to the extent of an inch; two splinters of wood of 7 and 12 inches long were also picked up, which evidently had been torn off the edge of the groove, by the starting of the conducting plates. Several boarding pikes ranged round the mainmast, and pointed upwards, were also displaced, and the wooden stand slightly charred. The casing of the conductor, leading through the boatswain's cabin on the port side of the lower deck, was rent and splintered in several places. A partial explosion is also said to have taken place, within the midshipman's berth on the starboard side, which has since been ascribed to a slight displacement of the superior plate of the conductor, where it passes over the inner edge of the shelf piece; on examining the conductor at this point, the upper plate was found partially fractured, and the edge of the shelf piece discoloured, as if from the explosion of gunpowder. On tracing the course of the electrical discharge on the following morning, the upper ends of the diagonal plates of copper on the ship's bends, which communicated with the lateral conductors by bolts, were also forced out on both sides of the ship, to the extent of an inch, as well as the copper nails with which they were

on both sides of the ship. It was at first conjectured that the lower mast had alone been struck by a concentrated discharge, but on lowering the copper spindle from aloft, it was discovered to be much fused, with a minute bright red shining globule formed at the very point of the rod. A boatswain's mate, who happened to be standing near the mainmast, when the electrical discharge took place, was struck down, and complained for some time afterwards of impaired vision from the vivid glare of the lightning. I am unable to state how far this man's fall be attributed to panic, or the influence of electricity; not having paid much attention to this subject, I am only anxious to confine my statement to simple matters of fact."

LIGHTNING CONDUCTORS (NAVY).

RETURNS relative to certain Ships of the NAVY struck by LIGHTNING since the Report of the Naval Commission on Lightning Conductors, &c.

(Sir Robert Peel.)

Ordered, by The House of Commons, to be Printed,
7 July 1847.

629.

Under 3 oz.

NAVAL CONSTRUCTION.

RETURN to an Order of the Honourable The House of Commons,
dated 15 April 1847 :—for,

COPY “ of the INSTRUCTIONS from the BOARD of ADMIRALTY to the BOARD
of NAVAL CONSTRUCTION, appointed to inquire into the State of NAVAL
ARCHITECTURE.”

Admiralty, }
16 April 1847. }

H. F. AMEDROZ,
Chief Clerk.

COPY of INSTRUCTIONS given by the ADMIRALTY to the COMMITTEE of REFERENCE, on
Questions relating to the CONSTRUCTION of SHIPS.

Admiralty, 9th May 1846.

MY Lords having had under consideration the large amount which is annually expended in building Vessels of War, and the great importance of adopting such plans only as, after due examination by persons practically and theoretically acquainted with the science of Naval Architecture, shall appear to ensure the greatest possible degree of efficiency for the several objects for which such vessels are designed, and seeing that in many instances the objects which constructors have had in view have not been fulfilled by the performance of their vessels when tried at sea, and that in others expensive alterations have been required after they have been built; and being therefore of opinion that it is expedient to have recourse to greater precaution than has heretofore existed, before finally approving of the draught of any Vessel submitted to them, are pleased to direct,—

1st. That in future every such draught shall be sent in, in duplicate, and shall be accompanied by a Model on the scale of half an inch to the foot, in the case of Vessels of 150 feet and under in length, between the perpendiculars, or of a quarter of an inch to the foot, in the case of Vessels of greater length, and shall in the first instance be submitted to the Board for inspection at one of their regular sittings.

2d. That if the Board shall consider it expedient to entertain the proposed design, one copy shall be referred, as has heretofore been the practice, to the Surveyor of the Navy, to be reported on by him, and the other to a Committee to be composed of two of the most scientific Shipwright Officers, to be selected for this duty by the Board, and such other one or more competent persons, not officially connected with the Admiralty, as their Lordships may think proper to select, who are to report their opinions respecting it in writing, and (in case of disagreement) separately to the Board; and in the event of any nautical difference of opinion between the Surveyor and the Committee thus constituted, the report of the Surveyor is to be referred to the Committee, and that of the Committee to the Surveyor, who are to state, after having duly weighed the arguments in favour of their respective views, whether or not they still adhere to their former opinions.

3d. That a printed form, to be hereafter determined by the Admiralty with the assistance of the Surveyor and the above-mentioned “Committee of Reference,” shall be drawn up, containing questions with respect to the capacity of the proposed Vessel for carrying her weights, her probable qualities as a Man-of-war, and other points of importance to her efficiency, to which answers are to be inserted separately by the Surveyor, and by each of the members of the “Committee of Reference;” but that their remarks are not to be confined to such answers, but are to extend to every point having relation to the design referred to them to which they may think it proper to draw the attention of the Board.

4th. That the Surveyor and the Committee of Reference be desired to confer with the Chief Engineers of the Woolwich and Portsmouth steam factories, and to submit for the consideration of the Board, a plan for obtaining greater security than at present exists, that the Steam Vessels to be hereafter ordered to be built will float at the proper trim after their engines have been fixed on board, and that they will stow the requisite quantities of coals, water, provisions, &c. at the proper immersion.

5th. That the Reports of the Surveyor and of the “Committee of Reference” are to be

AN E
of F
the

EXTRA
relat
Oper

IN th
ut
work o
which

I we
Porcup
and bu
the oth
and w
beautif

So p
thing i
they o
very g

My
boats
she w
happe

I ha
was n
no oth
would

Fro
either
which
or face
your j

PADDLE BOX SAFETY BOATS.

RETURN to an ORDER of the Honourable the House of Commons,
dated 29 April 1847;—for,

A COPY “ of the REPORTS of Captains *Austin* and *Caffin*, concerning the
PADDLE BOX SAFETY BOATS.”

Admiralty. }
6 May 1847. }

H. F. AMEDROZ,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 11 May 1847.

A COPY of the REPORTS of Captains *Austin* and *Caffin*, concerning the
PADDLE BOX SAFETY BOATS.

Sir,

Portsea, 23 March 1847.

IN concluding the duties I have been charged with, that of directing the operations of heaving the *Sphynx* off shore, it is my duty to report to you the great value and security that has been afforded throughout this service by the paddle-box boats which have been employed: namely, two of the first class, such as were fitted to *Retribution*, which has conveyed more than 8½ tons dead engine weight through a moderate roller; two of the second class, sloop size, employed by the riggers laying out hawsers and other rough work, as well as conveying a large proportionate load of dead weight; and two of the size as fitted to *Porcupine*, which were most handy and efficient. And had it not been for these boats, the weighty and valuable parts of the engines could not have been removed to the vessels in the offing, on account of the rollers they had to pass; nor could the hawsers have been laid out, or the communication be kept up with the security it has been (for not one accident of any description has occurred in their use), but for them.

Their lightness and buoyancy so particularly fits them for conveying weights over a topping sea, and taking a beach where there is a surf; and I desire much to impress upon you, sir, the efficiency that would be given to all vessels, by having such a description of boat, either steam or sailing vessels (the latter, if one could be conveniently placed), in addition to the established number of boats now carried. And further, in coast operations with the fleets, I am fully satisfied that such a description of light buoyant boat is well adapted to supersede the transport flat of the old construction, used and carried for such operations.

I am, &c.
(signed) *Horatio T. Austin*,
Additional Captain William & Mary.

Admiral Sir Charles Ogle, Bart., &c.
Portsmouth.

Sir,
In obedience to your letter of the 22d January, conveying my Lords Commis-

H. M.'s Steam Sloop *Scourge*, Cove of Cork,
13 February 1847.

respecting these boats,—I have the honour to state, for the information of their Lordships, that in the operations for the rescue of the *Sphinx*, I found these boats of the utmost value; indeed I feel convinced that no other boats could have done the work of laying out anchors and cables, under similar circumstances of surf, which they did.

I went through the surf, shortly after my cutter was capsized, in one of the Porcupine's paddle-box boats (which as surf-boats are a most handy size and build), when the surf was so high that I did not deem it prudent to allow the other (and much larger) paddle-box boats with the cables in to venture, and was obliged to buoy them outside; but which she floated over most beautifully.

So persuaded am I of their usefulness, that it appears to me the strangest thing in the world that all steam-vessels have not got them; and indeed I think they ought not to be limited to steamers, as I am sure one or more would be a very great acquisition to any man-of-war.

My unfortunate cutter, when she got into the surf, was served as all such boats must be under similar circumstances; the surf broke over her stern, and she went down stern foremost and rolled over. This cannot (or is not likely to) happen with these boats, from their build and great buoyancy.

I had once to go through the surf to seaward from the *Sphinx*, when it was nearly low water, and each breaker, after passing, left the boat aground. No other but such a build of boat could have stood this; an ordinary boat would have fallen over on her side, and filled with the next breaker.

From the arrangement of the oars, that is, from being able to turn and face either end of the boat, and give way, there is no necessity of winding the boat, which in a surf is of the first consideration, as you may either stem the breaker or face about, give way, and keep the boat on the top of it; thus exercising your judgment for the safety of the boat.

As for their stowage room for anchors and cables, you get a much greater quantity with a much less draught of water, as compared with the ordinary ship's launch.

I found some difficulty in getting the Scourge's bower anchor, hung by Mr. Cow's plan, through the bottom of the boat, owing to the heavy rolling motion which we had at the time; and I would recommend that all the paddle-box boats be fitted with a davit over the stern, as well as the trunks through the bottom of the boat.

I would suggest that all paddle steamers, instead of having a pinnacle amidships, should have a third paddle-box boat (of the same size exactly as her others) stowed there; so in the event of losing one, or having it stove and finding it necessary to hoist it in for repairs, the spare one could take its place.

The difficulty of hoisting them out and in seems to be the objection which most people have to offer against their usefulness: this ought not to operate in the least against their general adoption, as it can be readily shown this difficulty is much less than with the pinnacle amidships. In smooth water it is little more than lowering a quarter boat, but in a heavy sea it is doubtless a difficult task lowering or hoisting them up; however, under similar circumstances of weather, it would be infinitely less difficult lowering a paddle-box boat than getting the pinnacle from off a steamer's booms into the water.

In heavy rolling motion two spars or boat's masts must be put over, to keep the boat's gunwale from taking under the spring beam.

On the 14th of April 1846, after having exercised at a target with the 24-pounder carronades which the Scourge's boats are fitted with, I was anxious to see how many men one of them would hold; and everybody I had on board, amounting to 77 men, I put into one, the marines and boat's crew being armed; and these, together with the 24-pounder, left her gunwale amidships 21 $\frac{1}{2}$ inches out of water.

PADDLE BOX SAFETY BOATS.

A COPY of the REPORTS of Captains *Austin*
and *Caffin*, concerning the PADDLE BOX
SAFETY BOATS.

(*Captain Robert Gore.*)

Ordered, by The House of Commons, to be Printed,
11 May 1847.

PADDLE-BOX SAFETY BOATS.

RETURN to an Order of the Honourable The House of Commons,
dated 29 April 1847 ;—for,

COPY “ of the REPORT and RECOMMENDATION to the BOARD of TRADE from
Captain *Denham*, respecting the PADDLE-BOX SAFETY BOATS.”

THAT the stipulation of “ a Life Boat ” which may never be satisfactorily constructed or disposed of, and to which all affrighted persons would rush in the moment of danger, should be rescinded, and those vessels who cannot carry paddle-box boats, by weakness of paddle-box structure or of crews to work their davits properly, even with the chance aid of passengers, should be compelled to carry two (or four, according to size of ship) flat-bottomed boats, of the proportions of paddle-box boats, upon canting davits, and slung in chain gear, so as to be eased out when wanted, or housed in snugly at other times, the master and mates alone having the key to unshackle them by. I append a corroborative suggestion of an experienced commander of steamers upon passenger traffic.

To Captain *Denham*, R.N.

Sir,

IN furtherance of the object I had in view during the conversation you did me the honour of holding with me on the 13th instant, namely, the better protecting of life in the coasting steamers, and the improvement of their boats, I take leave to lay before you my opinions, and to suggest such a remedy as appears to me most likely to be useful to the public, easy in its accomplishment, and least onerous to the proprietors of the vessels, premising that long experience in command of steamers has given me sufficient insight to justify me at least in offering a qualified opinion.

I am thoroughly convinced of the utter inability of the boats hitherto and at present employed on board these vessels to be effective in cases of wreck or fire, owing to their construction not adapting them for the only service for which they can be required in coasters, viz. the saving of life, or working an anchor when required. Their power of accommodation is far too limited ; they are much too ticklish and too easily swamped by any rush of numbers, which is always to be expected from passengers where no discipline can exist. The late Act of Parliament, to my mind, is but a poor remedy ; the life-boat is a humbug, or worse. From such boats as these has chiefly arisen the frightful waste of life in the “ Pegasus,” the “ Waterwitch,” the “ Sirius ” and others ; and although it is not in the power of man to avert calamity, yet, as a seaman, you must be aware that a different class of boats would most likely have produced different results.

I do not think the crew of a coaster calculated to handle that most useful of all boats in a steamer, “ Smith’s Paddle-box Boat ; ” but I would insist on all their boats being built on that plan, flat-floored, broad in the beam, carvell-built, alike at both ends, of sufficient strength, and to steer by an oar. Their number should be one to every hundred tons ; thus, a vessel of the size of the “ Sirius ” would have seven, two of which should be kept on the deck or on the cross boards, and two on the quarters at the davits ; these four boats should be secured in their places by gripes or lashings of metallic rope or small chain, which should be locked, and the keys kept in the possession of the captain and mates ; by which means some security would be obtained. and the lowering or hoisting out of

The subject of the light required between Ardmore and Cork, I repeat my conviction that, for a coast light, Ballycotton is unquestionably the spot I would select. Cable Island may be supposed more useful for the benefit of Youghal individually ; but for the guidance and safety of the trade in general, it will not stand a comparison with Ballycotton : one winter station on this coast would satisfy any seaman on that point. I have already given you my reasons, and shall only add, that, to prevent the possibility of any mistake, I would have on the island two lights, vertical, in separate lighthouses ; one close down to the water's edge, the other above it, at a given height and bearing ; and if Cork Harbour Light be made flashing or revolving, the object required will be at once ensured.

I have no doubt that in cases of wreck great benefit will arise from purely professional investigations, held under competent and unbiassed authority ; such, in my opinion, is much wanted. If a foreigner has to appear before our courts, he is entitled to a certain number of foreigners on his jury. Nautical men and nautical matters require a similar privilege ; and should a merchant vessel be wrecked on a coast, and a coroner's inquest be assembled, it would be well to put a professional and responsible seaman (say, for instance, the senior officer of the Water-guard of the district) on the bench with the coroner, while a proportion of the jury should be seafaring men, in which case the public might fancy that the object required would be better obtained, and their interests more attended to.

I am, &c.

(signed) *Dom. Creagh Waters,*

Cork, 15 February 1847.

L^r R. N.

PADDLE-BOX SAFETY BOATS.

COPY of the Report and Recommendation to
the Board of Trade from Captain Denham,
respecting the Paddle-box Safety Boats.

(*Captain Robert Gore.*)

Ordered, by The House of Commons, to be Printed,
31 May 1847.

448.

PAYMASTERS AND PURSERS (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 15 April 1847;—for,

A COPY “of the ORDER in COUNCIL of the Year 1834, relative to the Reduction of the Sea Emoluments of the PAYMASTERS and PURSERS of the Royal Navy, which they surrendered for the purpose of creating a Fund for the Benefit of those Officers of their Class who were on Half-pay; with a Return of the Amount annually accruing since the passing of the said Order:—Also, the Annual Amount caused by any subsequent Reductions in the Sea Emoluments of the Paymasters and Pursers, with the Date when the same took effect.”

“RETURN of all SUMS that have been applied to the Increase of the HALF-PAY, and to the Formation of a RETIRED LIST of the PAYMASTERS and PURSERS since the Order in Council of the Year 1834, with the Date when the same took effect.”

Admiralty, }
28 May 1847.)

H. F. A MEDROZ,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 28 June 1847.

At the Court at St. James's, the 3d of February 1834.

PRESENT,

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS there was this day read at the Board a Memorial from the Right honourable the Lords Commissioners of the Admiralty, dated the 1st instant, in the words following; viz.

“Whereas by your Majesty's Orders in Council of 23 June 1824, and 12 October 1832, the Pursers in your Majesty's Navy, on the passing of their accounts, as a full indemnity for waste and loss in the issuing of provisions, have credit for *one-eighth* part of the several species of provisions allowed for victualling the crews of your Majesty's ships and vessels, meat excepted; and having had under our consideration a Memorial from a large number of Pursers praying for an increase of Half-pay; and considering the great disproportion which the amount of the above allowance bears to the emoluments of the Captains and other Commissioned Officers, as well as the great disproportion of the Pursers' own emoluments while serving afloat, as compared with the smallness of their Half-pay; we would humbly propose that your Majesty would be graciously pleased to sanction and direct by your Order in Council, that an allowance for waste in issuing provisions on board your Majesty's ships, packets, troop ships, transports, convict ships, as well as in all other cases where Pursery accounts are to be passed, shall be reduced from the present rate of *one-eighth* to that of *one-tenth*; and we would further most humbly propose that the saving accruing to the public from this alteration may be applied to the

2 RETURN *relative to* REDUCTION OF SEA EMOLUMENTS

“ And lastly, we would submit that this regulation take effect, with regard to all Pursers who shall be appointed to serve in any of your Majesty’s ships, from and after the date of your Majesty’s Order in Council.”

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of his Privy Council, to approve of what is therein proposed; and the Right honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(signed) *Wm. L. Bathurst.*

A RETURN of the AMOUNT annually accruing since the passing of the Order in Council of the Year 1834, by the Reduction of the Allowance for Waste granted to Pursers from an Eighth to a Tenth.

							£.	s.	d.		
On Purser's Accounts	-	-	1834	-	-	-	-	6	16	6	
			1835	-	-	-	-	1,654	1	8	
			1836	-	-	-	-	3,306	10	8	
			1837	-	-	-	-	4,458	11	1	
			1838	-	-	-	-	6,549	19	4	
			1839	-	-	-	-	5,854	2	3	
			1840	-	-	-	-	7,413	9	7	
			1841	-	-	-	-	5,345	3	9	
			1842	-	-	-	-	10,708	2	5	
			1843	-	-	-	-	9,639	6	9	
			1844	-	-	-	-	7,274	5	3	
			1845	-	-	-	-	8,398	11	5	
			1846	-	-	-	-	7,982	18	-	
							78,591	18	8		
							£.	s.	d.		
On Transport Accounts	-	-	To 31 Dec. 1846	-	2,485	1	2	}	5,882	7	9
On Convict Ships' Accounts	-	-	To 31 Dec. 1846	-	3,397	6	7				
							£.	84,474	6	5	

In addition to the foregoing, there was, from the year 1836 or 1837 to the time of the New Instructions being acted upon, a small advantage accruing to the Crown, in consequence of the Pursers having been disallowed payment for their credits of Salt Meat. Of those credits, however, a large portion was afterwards allowed in reduction of the debts of Salt Meat appearing on subsequent accounts rendered by the same parties; but as no record has been kept in office of the amounts actually disallowed, no correct statement can be furnished thereof.

The result of the alteration of prices and allowances by the New Admiralty Instructions of the 1st April 1844, has been amply compensated for to the Pursers by increased Annual Allowance in certain classes of Ships, and other advantages, as shown below; viz.—

PROFIT BALANCES paid to Pursers under the Old and New Admiralty Instructions.

	Days’ Victualling.	Profit Balances.	Profit per Man per Annum.
	Days.	£. s. d.	£. s. d.
Result of Accounts passed on the Old System, between 1 Oct. 1842 and 30 Sept. 1845	41,993,607	124,871 15 1	1 1 8 ⁴⁸ / ₁₀₀
Result of Accounts passed on the New System, between 2 June 1845 and 31 Dec. 1846	13,116,973	38,439 10 10	1 1 4 ⁷¹ / ₁₀₀
A proportionate result of Accounts on the	13,116,973	39,004 9 10	1 1 8 ⁴² / ₁₀₀

PAYMASTERS AND PURSERS (NAVY).

COPY of the ORDER in COUNCIL relative to the Reduction of the Sea Emoluments of PAYMASTERS and PURSERS of the Royal Navy, to be applied to an Increase of their Half-pay; the Annual Amount accruing; and Return of all Sums applied to such Increase of Half-pay, since the passing of such Order in Council.

(Captain Pechell.)

*Ordered, by The House of Commons, to be Printed,
28 June 1847.*

578.

Under 1 os.

PENINSULAR AND ORIENTAL STEAM PACKET COMPANY.

RETURN to an ORDER of the Honourable The House of Commons,
dated 10 February 1847;—for,

A “ COPY of the CHARTER granted to the Peninsular and Oriental Steam Packet Company :”

A “ COPY of the CONTRACTS entered into between Her Majesty’s Government and the Peninsular and Oriental Steam Packet Company.”

Admiralty, }
23 February 1847. }

H. F. AMEDROZ,
Chief Clerk.

Note.—The Admiralty has no cognizance of any Charter granted to this Company.

Ordered, by The House of Commons, to be Printed, 26 February 1847.

COPIES of the CONTRACTS entered into between Her Majesty’s Government and the Peninsular and Oriental Steam Packet Company.

ARTICLES OF AGREEMENT made the 22d day of August, in the year of our Lord 1837, between the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of *Great Britain and Ireland* (for and on behalf of the Queen’s Most Excellent Majesty), of the one part, and *Richard Bourne*, of *Sandy Mount*, in the County of *Dublin*, Shipowner, of the other part.

THE said Richard Bourne, in consideration of the yearly sum hereinafter agreed to be paid, doth hereby for himself, his heirs, executors, and administrators, agree with the said Commissioners for and on behalf of Her Majesty, as follows :

That he, the said Richard Bourne, his executors and administrators, shall and will, during the continuance of this contract, diligently, faithfully, and with all possible speed convey Her Majesty’s mails and despatches from Falmouth to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, and from the five last-mentioned places and ports to Falmouth, by means of a sufficient number of good, substantial, and efficient steam-vessels, supplied and furnished with engines of not less than 140 horse power to each vessel, and with all necessary apparel, furniture, stores, tackle, and fuel, and manned with competent officers and engineers, and a sufficient crew of able seamen, to be in all respects, as to vessel, equipment, and crew, subject to the approval of the said Commissioners, and that one of such vessels so equipped and manned shall leave Falmouth once in every week, on such day and at such hour as the said Commissioners shall from time to time direct ; and if the said Richard Bourne, his executors or administrators, shall, at any time during the continuance of this contract, fail to provide such steam-vessel so equipped and manned as aforesaid, ready to put to sea from Falmouth within 12 hours after the time fixed by the said Commissioners for her departure from Falmouth, then and so often as he or they shall fail in this respect, and upon every such default, he, the said

Digitized by Google

2 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

500*l.* for each successive period of 12 hours which shall elapse until such steam-vessel so equipped and manned shall actually proceed to sea from Falmouth with the said mails and despatches ; but the payment of such sum or sums shall not be enforced, should it be proved to the satisfaction of the said Commissioners that the vessel which ought to have proceeded to sea from Falmouth started from her moorings in the river Thames 48 hours, during the months of April, May, June, July, August, and September, and 72 hours during the months of October, November, December, January, February, and March, before the time appointed by the said Commissioners for such vessel departing from Falmouth ; and also that such vessel was not unnecessarily delayed on the way from such moorings in the Thames to Falmouth. That the vessel so leaving Falmouth from time to time shall proceed to sea without delay as soon as Her Majesty's mails and despatches shall have been put on board, and make the best of her way to Vigo, where she shall remain, for the purpose of delivering and receiving the mails and despatches, and of embarking and disembarking passengers, not longer than three hours from the time of her arrival there, unless the naval officer to be appointed by the said Commissioners, as hereinafter mentioned, shall otherwise direct, for the purpose of delivering and receiving the same mails and despatches. That the same vessel shall then proceed off Oporto, and, weather permitting, deliver and receive the mails and despatches which are there to be delivered and received ; but she shall not on any account whatsoever remain off Oporto longer than three hours, unless the said naval officer shall otherwise direct, for the purpose of delivering and receiving such mails and despatches. That the same vessel shall then proceed to Lisbon, where her stay shall not exceed two clear days. That from Lisbon she shall proceed to Cadiz, where she shall not remain longer than six hours, and shall thence go on to Gibraltar, where she shall arrive within 216 hours of her departure from Falmouth. That the said vessel shall remain at Gibraltar until the expiration of 264 hours from the period of her departure from Falmouth, and shall after the said 264 hours proceed on her homeward voyage whenever required to do so by the said naval officer, who is to have the power to detain her at Gibraltar, even after the expiration of the said 264 hours, until the arrival of the Malta mail there, so that the said vessel be not detained at Gibraltar beyond 288 hours from the period of her departure from Falmouth : in case, however, the said vessel, owing to stress of weather or other unavoidable cause, shall not arrive at Gibraltar within the said 216 hours, she shall nevertheless depart thence on her homeward voyage at the expiration of 264 hours, or so soon afterwards as the said naval officer shall determine, allowing a reasonable time, if necessary, not in any case however exceeding 24 hours, for incidental repair, and for landing and receiving cargo, coals, and passengers. It being expressly understood that the said Commissioners shall be at liberty, and have full power, from time to time, on giving three months' notice in writing, under their hands or the hand of their Secretary, to the said Richard Bourne, his executors or administrators, to direct that the said vessel shall proceed on her homeward voyage from Gibraltar at the expiration of any period being not less than 240 hours, nor exceeding 288 hours from the time of her departure from Falmouth, instead of at the expiration of the said 264 hours ; and that whenever, and so often as any such alteration may be made, the said vessel shall start from Gibraltar, on her homeward voyage, as soon after the period fixed by the said Commissioners for that purpose as may be required by the said naval officer, who shall in every last-mentioned case have power to detain the said vessel at Gibraltar until the arrival of the Malta mail there, so that the said vessel be not detained at Gibraltar more than 24 hours beyond the period which may be so fixed by the said Commissioners for her leaving that place, and so that a reasonable time, if necessary, not in any case exceeding 24 hours from the time of her arrival at Gibraltar, be allowed for incidental repair, and for landing and receiving cargo, coals, and passengers.

That the said vessel, after leaving Gibraltar, shall return to Falmouth, touching successively at Cadiz, Lisbon, Oporto, and Vigo, delivering and receiving the mails and despatches at each of the four last-mentioned places, and remaining at each the same period of time only as is hereby agreed to be allowed on the outward voyage, and that the whole voyage from Gibraltar to Falmouth

the stipulated time of 216 hours, in default whereof, and so often as any such default shall happen, he, the said Richard Bourne, his executors or administrators, shall pay unto Her Majesty, her heirs and successors, the sum of 500 l. for a delay of 12 hours beyond the expiration of 216 hours, and also a sum of 500 l. for each and every successive period of 12 hours until her arrival at Falmouth or Gibraltar, as the case may be, unless the said naval officer shall certify by writing under his hand, to the said Commissioners, that the delay arose from unavoidable accident, stress of weather, regulations for carrying into effect the laws of quarantine, or other cause over which the said Richard Bourne, his agents and servants, had not, and could not have had, any control.

That the said Richard Bourne shall receive and allow to remain on board each of the said vessels, while employed in the performance of this contract, an officer in Her Majesty's navy, to be appointed by the said Commissioners, and also a servant of the same officer, if required; and that such officer shall be recognized and considered by the said Richard Bourne as the agent of the said Commissioners in charge of the said mails and despatches, and as having full authority in all cases to require a due and strict execution of the conditions of this contract on the part of the said Richard Bourne or his servants, and to determine every question, whenever arising, relative to proceeding to sea, or putting into harbour, or to the necessity of stopping to assist any vessel in distress, or to save human life; and that the report and decision of such officer shall in each and every of such cases be final and binding on the said Richard Bourne, his executors or administrators, unless the said Commissioners, on appeal from the said Richard Bourne, his executors or administrators, shall think proper to decide otherwise. That a suitable cabin, with bed, bedding, and furniture, shall be provided and appropriated by the said Richard Bourne to the exclusive use and for the sole accommodation of the said naval officer, and also a proper place of deposit, under lock and key, for the said mails and despatches, and that the said officer shall be victualled as a chief cabin passenger, without any charge being made either for his passage or victualling, and that should such naval officer require a servant, such servant shall be also provided with a proper berth and victualled without any charge being made for the same.

That at Falmouth, and at each and every of the places (except Oporto) where the said mails and despatches are to be delivered and received, the said naval officer shall, whenever by him deemed practicable, be conveyed on shore, and back to the vessel, with the said mails and despatches, in a suitable boat, to be provided and properly manned and equipped by the said Richard Bourne, and that the directions of the said naval officer shall in all cases be obeyed, as to the mode of receipt and delivery of the said mails and despatches. That the said Richard Bourne, his executors and administrators, shall and will (weather permitting) convey in a competent boat, properly manned and equipped, from Oporto to the said vessel, when off that place, the mails and despatches from Oporto, with the person who may have the custody thereof, in order that such mails and despatches may be received on board, and shall and will convey back to Oporto, in such boat, the same person, with the mails and despatches for that place.

That if any vessel having the said mails and despatches on board shall stop, linger, or deviate from the direct course on her voyage, except for the purpose of saving human life, or of assisting any vessel in distress, or shall delay starting contrary to the stipulations of this contract, or shall put back into port after starting, without the sanction in each case of such officer, then and in each and every of such cases, and as often as the same shall happen, the said Richard Bourne shall and will pay unto Her Majesty, her heirs and successors, the sum of 100 l.

That the said Richard Bourne shall and will, at all times during the continuance of this contract, at his own cost, provide and keep seaworthy and in complete repair a sufficient number (not less than five) of good substantial and efficient steam-vessels, of not less than 140 horse power each, for the service hereby contracted to be performed by him, and, at the like cost, adequately provide and furnish each and every of the same vessels with all tackle, stores, oil, tallow, fuel, provisions, machinery, engines, anchors, cables,

4 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

necessary for equipping the said vessels, and rendering them constantly efficient for the said service. That the said naval officer shall have full power and authority, whenever he may deem it requisite, to examine and survey all and every the vessels to be employed in the performance of this contract, and the hulls, machinery, and equipments thereof; and if any defect or deficiency be ascertained, and notice thereof in writing be given to the master or commander of the vessel in which such defect or deficiency may be found, and the said master or commander shall not immediately, or as soon as possible thereupon, remedy, replace, or effectively repair the same, he, the said Richard Bourne, shall in every such case pay to Her Majesty, her heirs and successors, the sum of 100 l., but such payment shall not in anywise release or discharge the said Richard Bourne from remedying, replacing, or effectively repairing such defect or deficiency.

And that the said Commissioners shall also be allowed to make a survey by any other of their officers or agents of all and every the said vessels, and of the hulls thereof, and of the engines, machinery, furniture, tackle, apparel, and stores of every such vessel; and if any part of such vessels or engines, machinery, furniture, tackle, apparel, or stores shall on such survey be declared by the said officers or agents unseaworthy, or not adapted to the service of this contract, the vessel in which such deficiency shall appear shall be deemed inefficient for the said service, and shall not be employed again in the conveyance of the said mails and despatches until such defect or deficiency be made good to the satisfaction of the said Commissioners; and if employed before such defect or deficiency be made good to the satisfaction of the said Commissioners, the said Richard Bourne, his executors or administrators, shall be liable to pay to Her Majesty, her heirs and successors, the same sum and sums of money as if he or they had neglected to provide and despatch a vessel according to the stipulations of this contract.

That the said Richard Bourne and the officers in command of the said vessels shall at all times during the continuance of this contract punctually attend to the orders and directions of the said Commissioners, or any of their officers or agents, as to the conveyance, landing, delivering, and receiving the said mails and despatches.

And it is hereby agreed by and between the parties hereto, that all and every the sums of money hereby stipulated to be paid by the said Richard Bourne, his executors or administrators, unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages; and should the same or any of them become payable and not discharged forthwith, each and every of such sums of money may be deducted and retained by the said Commissioners out of the monies payable by them to the said Richard Bourne, his executors or administrators, or the payment thereof enforced with full costs of suit, at the discretion of the said Commissioners.

That the said Richard Bourne, his executors and administrators, shall and will, when in writing required so to do by the said Commissioners, or by such naval or other officers as may be authorized by them to act in that behalf (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), convey, provide for, and victual on board each and every of the vessels to be employed in the performance of this contract, in addition to the naval officer in charge of the said mails and despatches, any number of officers in the navy, army, or civil service of Her Majesty, not exceeding two, as chief cabin passengers; and any number, not exceeding two, as fore cabin passengers; and any number of seamen or marines in Her Majesty's service, not exceeding two, as deck passengers; and shall and will allow all or any of the said passengers, after the termination of their respective passages, to remain on board, and shall and will provide for the same passengers during the stay at Lisbon or Gibraltar of the vessel in which they shall have been conveyed, charging for such passengers the following sums only: namely, for passage and victualling from London or

remaining and being provided for on board after the termination of the passengers' voyage at Lisbon or Gibraltar, for chief-cabin passengers, 6 *s.* per diem each; for fore-cabin passengers, 4 *s.* per diem each; and for deck passengers, 2 *s.* per diem each. And that the said Richard Bourne, his executors and administrators, shall and will receive on board each and every of the said vessels so to be employed, any number of small packages containing astronomical instruments, charts, wearing apparel, or other articles, and convey the same to or from London or any of the other places specifically mentioned in this contract, when and as directed by the said Commissioners or their Secretary, free from all costs and charges; and also shall and will receive on board each and every of the said vessels, and convey therein to or from London or any other of the places specifically mentioned in this contract, any naval or other stores, not exceeding five tons in weight at any one time, at the usual rate of freight charged by the said Richard Bourne for private goods, on receiving from the said Commissioners or their Secretary two days' previous notice of its being their intention to have such stores so conveyed.

And in consideration of the said Richard Bourne, his executors and administrators, fully performing this contract on his and their part, they, the said Commissioners, for and on behalf of Her Majesty, do hereby agree with the said Richard Bourne, his executors and administrators, that Her Majesty, her heirs or successors, shall and will, during the continuance of this contract, pay to the said Richard Bourne, his executors or administrators, by bills at sight payable by Her Majesty's Paymaster-general, at and after the rate of 29,600 *l.* per annum, by equal quarterly payments, the first quarterly payment thereof to be made on the 4th day of December next.

Provided always, that in case the port charges now payable in Spain and Portugal in respect of the said vessels shall be wholly remitted, there shall be abated from the said payment of 29,600 *l.* the sum of 3,500 *l.* per annum during the time of such remission; and if and so long as the said port charges shall be wholly remitted only in one of those countries, the amount of any such remission shall in like manner be annually abated from the said annual sum of 29,600 *l.*

And it is hereby agreed that this contract shall continue in force for three years from the 4th day of September next (on which day the first vessel shall leave Falmouth in the performance of this contract), and shall at the expiration of such three years determine, if the said Commissioners shall have given to the said Richard Bourne, his executors or administrators, or the said Richard Bourne shall have given to the said Commissioners, six calendar months' previous notice in writing of its being their or his intention that the same shall so determine; but if any such notice shall not be so given, then this contract is to continue in full force after the said term of three years, until six calendar months' notice in writing shall be given by the said Commissioners, or by their Secretary, to the said Richard Bourne, his executors or administrators, or by the said Richard Bourne, his executors or administrators, to the said Commissioners, of its being their or his intention that this contract shall determine; and at the expiration of the six calendar months mentioned in any such notice, this contract shall cease.

And it is further agreed that the said Richard Bourne, his executors or administrators, shall not assign, underlet, or otherwise dispose of this contract, or any part thereof, during any period of the continuance thereof; and that in case of any breach of this contract on the part of the said Richard Bourne, his executors or administrators, it shall be lawful for the said Commissioners, by writing under their hands, or under the hand of their Secretary, to determine this contract, without any previous notice to the said Richard Bourne, his executors or administrators; nor shall he or they be entitled to any compensation in consequence of such determination as last aforesaid.

Nevertheless, it is expressly agreed that if any sum or sums of money shall be due or payable at the determination of these presents, by virtue hereof, the same shall be paid or be recoverable as if this contract was still in force.

And it is hereby agreed, that in case any one or more of the vessels to be employed in the performance of this contract should be detained by the laws of quarantine during the said service (such detention not being occasioned

6 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

the circumstances appear to them to be required, and as in their opinion may be the least injurious to the interests of the public, and of the said Richard Bourne, his executors or administrators.

And it is hereby further agreed, that the notices or directions which the said Commissioners, or their officer or agent, are or is hereby authorized to give to the said Richard Bourne, his executors or administrators, may at the option of the said Commissioners, their officer or agent, be either delivered to the master, commander, or any other officer or servant in the charge or management of any of the vessels which may be employed in the performance of this contract, or be left for the said Richard Bourne, his executors or administrators, at the Peninsular Steam Navigation Company's Office, No. 51, Saint Mary Axe, in the city of London, or at his or their last known place or places of business or abode; and any notice or directions so given shall be considered as having been served personally upon the said Richard Bourne, his executors or administrators. And in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22d year of the reign of King George the Third, intituled, "An Act for restraining any person concerned in any Contract, Commission, or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons," it is hereby expressly declared and agreed, and these presents are upon this express condition, and the said Richard Bourne doth covenant for himself, his heirs, executors, and administrators, that no Member of the House of Commons shall be admitted to any share or part of this contract or agreement, or to any benefit to arise therefrom.

In witness whereof the said parties to these presents have hereunto respectively set their hands and seals the day and year first above written.

T. Troubridge. (L. s.)
Dalmeny. (L. s.)
Rich^d Bourne. (L. s.)

Signed, sealed, and delivered, in the presence of

J^{no} James.

ARTICLES of AGREEMENT made this 26th day of August, in the year of our Lord 1840, between *Richard Bourne*, of *Blackheath*, in the county of *Kent*, Esquire, *Joseph Christopher Ewart*, of *Liverpool*, in the county of *Lancaster*, Esquire, and *Francis Carleton*, of *Norwood*, in the county of *Surrey*, Esquire, three of the Directors of the "Peninsular and Oriental Steam Navigation Company," of the one part, and the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of *Great Britain and Ireland* (for and on behalf of Her Majesty), of the other part.

WITNESS, that the said Richard Bourne, Joseph Christopher Ewart, and Francis Carleton (hereinafter designated as the contractors), in consideration of the payments hereinafter stipulated to be made, do, for and on behalf of the said Company, and separately for themselves, their heirs, executors, and administrators, and each and every of them doth, for himself, his heirs, executors, and administrators, hereby covenant, promise, and agree with the said Commissioners that they, the contractors, shall and will at all times during the continuance of this contract provide, maintain, keep seaworthy, and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, Her Majesty's mails (which term of Her Majesty's mails is intended and understood by the parties hereto to mean such of Her Majesty's mails and all such despatches and bags of letters as shall at any time and from time to time by the said Commissioners or Her Majesty's Postmaster-general, or any of the

steam-engines of not less than 400 collective horse power, and also a good, substantial, and efficient steam-vessel, to be employed between the island of Malta and the Ionian Islands, such last-mentioned vessel to be always supplied with first-rate appropriate steam-engines of not less than 140 collective horse power, and to be also always supplied and furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the service hereby contracted to be performed, and also manned and provided with competent officers, including a medical officer, to be selected by the contractors from the unemployed surgeons or assistant surgeons of the Royal Navy or Army, and a sufficient crew of able seamen and other men, and to be, in all respects, as to vessels, engines, equipments, engineers, officers, and crew, subject in the first instance, and from time to time and at all times afterwards, to the approval of the said Commissioners, and of such other persons as shall at any time, or from time to time, have authority under the said Commissioners to inspect and examine the same.

That every one of such vessels, with engines of not less than 400 horse power, shall be of such construction and strength, and their equipments so arranged as to be fit and able to carry and fire at least four guns of the largest calibre now used on board any of Her Majesty's steam-vessels of war.

That the contractors shall and will, during the continuance of this contract, in every case diligently, faithfully, and to the satisfaction of the said Commissioners, and with all possible speed, convey Her Majesty's mails on board the said vessels respectively as hereinafter mentioned.

That one of such vessels with engines of 400 collective horse power, so approved of and equipped and manned as aforesaid, and with Her Majesty's mails on board, shall, on the 2d day of September next, and on the second day of every succeeding calendar month, at such hour as shall at any time or from time to time be appointed by the said Commissioners, put to sea from Falmouth, or from such other port in the British Channel as the said Commissioners shall at any time or from time to time appoint, and proceed direct to Gibraltar, where she shall arrive within 120 hours from the time of her departure from Falmouth.

That such vessel shall remain at Gibraltar six hours, but not longer, unless a further stay of the vessel there shall be specially required by any officer duly authorized to have charge of Her Majesty's mails, whose direction is to be complied with, but in no case shall the stay at Gibraltar exceed 12 hours.

That such vessel, after having delivered and received Her Majesty's mails at Gibraltar, shall proceed thence direct to the island of Malta, where she shall arrive within 116 hours from the time of her leaving Gibraltar.

That within 26 hours after her arrival at Malta, Her Majesty's mails having been there delivered and received, such vessel shall proceed thence direct to Alexandria. It being agreed that any officer duly authorized to have charge of Her Majesty's mails shall have power and be at liberty specially to detain such vessel at Malta for any period not exceeding 48 hours from the time of her arrival, the vessel, when detained, proceeding direct to Alexandria from Malta immediately at the expiration of the period of her detention, That such vessel shall arrive at Alexandria within 96 hours from the time of her departure from Malta, delivering Her Majesty's mails at Alexandria immediately on her arrival there.

That such vessel shall in ordinary cases remain at Alexandria 120 hours, unless Her Majesty's mails from India shall have previously arrived at Alexandria, in which case she shall leave Alexandria with her Majesty's mails as soon as coals can be got on board, and the requisite repairs to the vessel and her machinery can be effected.

If, however, Her Majesty's mails from India shall not have arrived at the expiration of such 120 hours, such vessel shall wait for the same at Alexandria beyond that period for such time as shall be necessary, not however exceeding two days in the month of February, four days in each of the months of April,

8 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

said mails have been despatched across the Desert, or if the affirmative flag shall have given notice that the Bombay steamer is in sight at Suez, such vessel at Alexandria is to remain there until Her Majesty's mails from India are on board.

That so soon as Her Majesty's mails shall have been received on board such vessel, she shall proceed from Alexandria direct to Malta, where she shall arrive within 120 hours from the time of her departure from Alexandria.

That after remaining 24 hours at Malta, and there delivering Her Majesty's mails, and receiving others on board, such vessel shall proceed thence direct to Gibraltar, where she shall arrive within 115 hours from the time of her departure from Malta.

That after remaining at Gibraltar on her homeward route not longer than 12 hours, and there delivering Her Majesty's mails, and receiving others on board, such vessel shall proceed thence direct to Falmouth; but if any other port in the British Channel shall have been appointed in pursuance of the power in that behalf hereinbefore contained, then to such other port; and if to Falmouth, she shall arrive there within 120 hours from the time of her departure from Gibraltar.

That in the event of any accident occurring, or of repairs being necessary to any of the vessels with engines of not less than 400 horse power employed in the performance of the service hereby contracted to be performed, which may temporarily prevent the employment of any such vessels, the contractors shall provide and employ in the same service, during the time any such vessel may be withdrawn or not employed, a steam-vessel with engines of not less than 250 collective horse power, which substituted vessel, with her engines, officers, crew, and equipments, shall be subject to such approval and to all other conditions as the other vessels hereinbefore mentioned or referred to, and that neither of the said two larger vessels shall be withdrawn from the said service without the previous sanction and approbation of the said Commissioners, or their authorized agents, and when withdrawn, or temporarily prevented from being employed, such vessel shall be again employed in the same service without delay.

That the said vessel, with engines of not less than 140 collective horse power, shall convey Her Majesty's mails to and from Malta and Corfu twice in every calendar month, and shall depart from those islands respectively on such days and at such hours as the said Commissioners shall at any time or times or from time to time appoint; it being understood, that no time is to be appointed for the departure of such vessels, which will prevent the service from Malta to Corfu being performed by one such vessel.

That the passage between Malta and Corfu shall not exceed 48 hours.

That such vessel shall, once in every calendar month, or twice if found practicable and deemed expedient by the said Commissioners, carry on Her Majesty's mails from Corfu to Patras, Cephalonia, and Zante, and between those places, and bring back the return mails.

That should it be deemed by the said Commissioners, or by any of their authorized agents, requisite for the public service that any vessel employed under this contract should delay her departure from any place beyond the latest time stipulated for such departure, the said Commissioners, or such authorized agents, shall have power and be at liberty to order such delay, not however exceeding 24 hours, by letter addressed to the master of any such vessel, or person acting as such, and which shall be deemed a sufficient authority for such detention, anything herein contained to the contrary thereof notwithstanding.

That the contractors shall and will, from time to time, and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipment, and machinery of the vessels which shall be used in the performance of this contract, as the advanced state of science may suggest, and the said Commissioners may direct.

That the contractors shall receive and allow to remain on board each of the said vessels so to be and while employed in the performance of this contract, an officer in Her Majesty's Navy, to be appointed by the said Commissioners, to take charge of the said mails, and also a servant of the said officer if

Commissioners in charge of Her Majesty's mails, and as having full authority in all cases to require a due and strict execution of this contract on the part of the said contractors, their officers, servants, and agents, and to determine every question, whenever arising, relative to proceeding to sea or putting into harbour, or to the necessity of stopping to assist any vessel in distress, or to save human life; and that the decision of such officer as aforesaid shall in each and every such cases be final and binding on the contractors, unless the said Commissioners, on appeal by the contractors, shall think proper to decide otherwise. But it is understood that the above expression, "to determine" every question, shall not confer upon such officer the power of compulsion in such cases.

That a suitable first-rate cabin, with appropriate bed, bedding, and furniture, shall, at the cost of the contractors, be provided and appropriated by them for and to the exclusive use and for the sole accommodation of every such naval officer, and also a proper and convenient place of deposit on board, with secure lock and key, for Her Majesty's mails; and that each and every of the said officers shall be victualled by the contractors as a chief cabin passenger, without any charge being made either for his passage or victualling; and that should all or any of such officers require a servant, such servant shall be also provided with a proper and suitable berth, and be duly victualled by and at the cost of the contractors, without any charge being made for the same.

That Her Majesty's mails shall be delivered and received at each of the places to which the said vessels are to proceed in the performance of this contract, and that at each port or place where the said mails are to be delivered and received, the said naval officer having charge of Her Majesty's mails shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed for the time being in the performance of this contract, together with or (if such officer consider requisite for the purposes of this contract) without Her Majesty's mails, in a suitable boat of not less than four oars, to be provided and properly manned and equipped by the contractors, and that the directions of the said naval officer shall in all cases be obeyed as to the mode, time, and place of receiving and delivering Her Majesty's mails.

That the contractors shall not receive or permit to be received on board any of the vessels employed under this contract, any letters for conveyance other than those duly in charge of the said naval officer, or which are or may be privileged by law.

That the said naval officer, authorized to have charge of Her Majesty's mails, shall have authority to report any default in this respect, and that in case of any such default, the contractors shall be liable to be proceeded against for a breach of this contract.

That if any vessel employed in the performance of this contract, having Her Majesty's mails on board, shall stop, linger, or deviate from the direct course on her voyage (except from stress of weather, accidents, or when authorized as aforesaid), or shall delay starting at the proper time, or shall put back into port after starting without the sanction, in each and every case, of the officer authorized to have the charge of the said mails, then, and in each and every of such cases, and as often as the same shall happen, the contractors shall and will forfeit and pay unto Her Majesty, her heirs and successors, the sum of 200*l.* And that if any vessel which ought to leave the place which may be appointed for her departure from England, or from Gibraltar, Malta, Alexandria, or Corfu, in the performance of this contract, shall not proceed direct on her voyage for 12 hours after the proper and appointed time (except as aforesaid), the contractors shall and will, so often as any such omission shall happen, forfeit and pay unto Her Majesty, her heirs and successors, the sum of 500*l.*, and also the further sum of 500*l.* for every successive period of 12 hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract. And that if any vessel which ought to leave any other port or place in performance of this contract, shall not proceed direct on her voyage for 12 hours after the proper and appointed time (except as aforesaid), the contractors shall and will, so often as any such omission shall happen, forfeit and pay unto Her Majesty, her heirs and successors, the sum of 500*l.*

be liable to any penalties under this contract for any matters arising from circumstances over which they and their servants had not, and could not have had, any control, and which shall be so proved to the satisfaction of the said Commissioners.

That every naval officer authorized to have the charge of the said mails, shall, either alone or with such other persons as he may consider necessary, have full power and authority, as often as he may deem it requisite, to examine and survey, in such manner and with the assistance of such persons as he may think proper, any of the vessels employed, or to be employed, in the performance of this contract, and the hulls, machinery, equipments, and crews thereof, on his giving reasonable notice in writing to the master for the time being of the vessel about to be examined, or to the person acting as such, of such his intention; and if any defect or deficiency be ascertained, and notice thereof in writing be giving to such master or person, and if the said master shall not immediately, or as soon as possible thereupon, remedy, replace, or effectively repair or make good every such defect or deficiency, the contractors shall, in every such case, forfeit and pay to Her Majesty, her heirs and successors, the sum of 200*l*. But the payment of such penalty shall not in anywise release or discharge the contractors from remedying, replacing, or effectively repairing or making good such deficiency or defect, or from being considered not to have committed a breach of this contract.

And that the said Commissioners shall also have full power, whenever and as often as they may deem it requisite, to survey by any other of their officers or agents, all and every the vessels employed, and to be employed, in the performance of this contract, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, and equipment of every such vessel, the said vessels to be opened in their hulls whenever the said officers may require; and if any such vessel, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments shall on any such survey be declared by any such officers or agents unseaworthy, or not adapted to the service hereby contracted to be performed, or if the said Commissioners shall deem it necessary or expedient that any alteration or improvement shall be made therein, or any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service hereby contracted to be performed, and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied, or the alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners; and if employed before such defect or deficiency shall have been supplied, or such alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners, the contractors shall forfeit and pay to Her Majesty, her heirs and successors, the sum of 500*l*.

That the contractors and all commanding and other officers of the vessels to be employed in the performance of this contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of this contract, punctually attend to the orders and directions of the said Commissioners, or of any of their officers or agents, as to the landing, delivering, and receiving Her Majesty's mails. And that all and every the sums of money hereby stipulated to be forfeited and paid by the contractors unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, and shall and may be deducted and retained by the said Commissioners out of any monies payable, or which may thereafter be payable to the contractors, or the payment may be enforced with full costs of suit, at the discretion of the said Commissioners.

That the contractors shall and will, when and as often as, in writing, they or the masters of their respective vessels shall be required so to do by the said Commissioners, or by such naval or other officers or agents acting under their

performance of this contract (in addition to the naval officer authorized to have charge of the said mails), any number of naval officers, not exceeding four, and any number of civil officers in the service of Her Majesty, not exceeding two, as chief cabin passengers; and any number, not exceeding four, as fore-cabin passengers; and any number of seamen or marines in Her Majesty's service, not exceeding eight, as deck passengers; and that all such seamen and marines shall be adequately protected from rain, sun, and bad weather, and not exposed upon deck without such competent shelter.

That the contractors shall in like manner, and whenever and as often as required as aforesaid, in addition to the passengers hereinbefore mentioned, also cause to be conveyed, provided for, and victualled on board the said vessels, any number of military officers and soldiers, with their wives and children and servants, that shall be required, not exceeding eight officers and 40 men in each vessel.

That each field officer shall be allowed 90 cubic feet of space in measurement for baggage, provided (except in the case of Royal Engineers) such allowance shall not exceed 18 cwt. in weight, and all other military officers 60 cubic feet each, provided (except in the case of Royal Engineers) such allowance shall not exceed 12 cwt. in weight.

That officers of the Royal Engineers shall be allowed the same measurement, but to extend in weight to 27 cwt. for a field officer, and to 18 cwt. for every other officer of the Royal Engineers.

That soldiers of the Royal Artillery and their wives shall be allowed six cubic feet each for baggage, and married officers, when accompanied by their wives or families, a further allowance, not exceeding one-half of that beforementioned, according to their rank and corps.

That for every company of artillery embarked, the contractors shall convey on board the said vessels, free of all charge, the proper proportion of light field pieces, if required, and that any hammocks and bedding which may be sent out for the use of the said troops or persons embarked, shall be placed in charge of the officer authorized to have charge of Her Majesty's mails, and be brought back to England, if required, free from any charge for freight.

That commissioned officers, with their wives and children, shall be considered as chief cabin passengers, non-commissioned officers as fore cabin passengers, and privates as deck passengers; but two-thirds of the private soldiers, although termed "deck passengers," shall in all cases be under cover, and all of them adequately protected from rain, sun, and bad weather, and not exposed upon deck without such competent shelter.

That the following rates of passage money shall be paid for the said passengers:

	CHIEF CABIN.				FORE CABIN.				DECK.			
	Officer.	Lady.	Child.		Man.	Woman.	Child.		Man.	Woman.	Child.	
			Under 3 Years.	Three and under 10 Years.			Under 3 Years.	Three and under 10 Years.			Under 3 Years.	Three and under 10 Years.
Between England and Gibraltar	£. 12	£. 12	free	£. s. 6 -	£. s. 6 -	£. s. 6 -	free	£. s. 3 -	£. s. 4 -	£. s. 3 10	free	£. s. 2 -
„ Gibraltar and Malta -	8	8	„	4 -	4 -	4 -	„	2 -	2 15	2 10	„	1 10
„ Malta and Alexandria -	5	5	„	2 10	2 10	2 10	„	1 5	1 15	1 10	„	1 -
„ Malta and Corfu -	4	4	„	2 -	2 -	2 -	„	1 -	1 -	- 15	„	- 10

That the said contractors shall and will receive on board each and every of the said vessels employed in the performance of this contract any number

12 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

any of the said ports or places to or from which the said mails are to be conveyed in the performance of this contract, when and as often as directed by the said Commissioners or their Secretary, as respects articles leaving England, and as respects articles conveyed between foreign ports, when and as often as directed by the British naval officer in command of the station, free from all costs and charges; and also shall and will receive on board each and every of the said vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores, not exceeding 10 tons in weight at any one time, in any one vessel, at the rate of freight charged by the contractors for private goods, on receiving from the said Commissioners, or any of their officers or agents, two days' previous notice of its being their intention to have such stores so conveyed, and that the said contractors shall, in all cases, be strictly responsible for the due custody and safe delivery of the said packages, articles, and stores.

That if at any time during the continuance of this contract the said Commissioners shall deem it requisite to alter the particular days and hours of departure appointed for the departure of the said vessels from any of the places which the said vessels are to leave, they shall be at liberty at any time or times, or from time to time, to alter the days and hours of departure, on giving a notice, in writing, of three calendar months of such their intention to the contractors, provided that any such alteration in the time of departure shall not be such as to prevent the service from being performed by two vessels only between England and Alexandria, and by one vessel only between Malta and Corfu.

And it is hereby declared and agreed that this contract shall commence on the 1st day of September 1840, and shall continue in force for five years, and thenceforward until the expiration of a written notice of 12 calendar months, which may, at the termination of such five years, or at any time afterwards, be given, either by the said Commissioners, under the hand of either of their Secretaries, to the contractors, or to the survivors or survivor of them, or the executors or administrators of such survivor, or by the contractors, or the survivors or survivor of them, or the executors or administrators of the said survivor, to the said Commissioners, for the discontinuance of the same.

Provided always, nevertheless, that the said Commissioners shall, on giving a previous notice in writing, under the hand of either of their Secretaries, of six calendar months to the contractors, or to the survivors or survivor of them, or the executors or administrators of such survivor, of such their intention, have power and be at liberty to terminate this contract at the end of the first, second, third, or fourth year of the said term, the said Commissioners in that case, in addition to what may have become due and not paid of the annual sums hereinafter mentioned, causing payment to the said contractors of a fine, according to the following scale: namely,—

If the contract be terminated at the end of the 1st year, 29,000 l.			
Ditto	"	"	2d year, 27,000 l.
Ditto	"	"	3d year, 25,000 l.
Ditto	"	"	4th year, 23,000 l.

And it is hereby agreed, that the said Commissioners shall at any time during the continuance of this contract have power and be at liberty to purchase all or any of the said vessels at a valuation, or to charter the same exclusively for Her Majesty's service, at a rate of hire to be mutually at the time fixed and agreed on by them and the contractors. But if any difference should at any time or times arise as to the amount of valuation or hire so to be paid, such difference shall be referred to two arbitrators, one to be chosen from time to time by the said Commissioners, and the other by the contractors; and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to

lated to be paid by them in the event of this contract being terminated at or before the expiration of four years from the commencement thereof; and also that in case of such purchase or hire, the service hereby contracted to be performed, shall either be continued to be performed by Her Majesty's vessels or by other vessels of the contractors, if they can in due and proper time furnish them. And in the event of the contractors being allowed by the said Commissioners to continue to perform only a portion of the service, there shall be paid to the contractors such annual sum of money as shall be agreed upon by the said Commissioners and the contractors; and in case of their differing as to the amount, the difference to be settled by two arbitrators or an umpire, to be chosen respectively as aforesaid. And it is agreed that any submission which may be made to arbitration in pursuance of this contract shall be made a rule of Her Majesty's Court of Exchequer, pursuant to the statute in that case made and provided; and that any witnesses examined upon any reference, may be examined upon oath.

And it is hereby distinctly understood, that the contractors shall undertake for themselves all arrangements relative to quarantine, as connected with the due and regular performance of the conditions of this contract; but in case of impediments arising from extraordinary quarantine, the contractors shall not be compelled to meet the exigency further than by the employment in the performance of the said service of an additional steam-vessel, with engines of not less than 250 horse power, to be subject in all respects, together with her officers, equipments, and crew, to the same approval as the said other vessels.

And it is further agreed, that if any other port than Falmouth shall be appointed by the said Commissioners as the place of departure from England of the said vessels for Alexandria, an additional time shall be allowed for the voyage of the vessels between Gibraltar and England, according to the relative distance between Falmouth and the other port that shall be appointed as the place of such departure from England.

And in consideration of the due and faithful performance by the contractors of all the services hereby contracted to be by them performed, the said Commissioners do hereby agree that there shall be paid to the contractors, so long as they perform the whole of the said services, by bills at sight, payable by Her Majesty's Paymaster-general, sums of money after the following rate, in equal quarterly payments; that is to say,

For the 1st year of the said contract	-	-	38,000 l.
For the 2d year	„	-	36,000 l.
For the 3d year	„	-	35,000 l.
For the 4th year	„	-	34,000 l.
For the 5th year, and annually during the remain- ing period of the contract continuing	-	-	33,000 l.

The first of such quarterly payments to become due and be made on the 1st day of December next.

And it is hereby agreed, that if a charter of incorporation shall be obtained for the Peninsular and Oriental Steam Navigation Company, there shall be an abatement made after the rate of 1,000 l. per annum from such of the said annual sums as shall thereafter become payable, the abatement being calculated from the date of the said charter; but if the charter shall be obtained within six calendar months from the date of these presents, such abatement shall be calculated from the 1st day of September 1840.

And it is hereby further agreed and provided, that without the consent of the said Commissioners, signified in writing, under the hand of one of their Secretaries, neither this contract, nor any part thereof, shall be assigned, underlet, or disposed of; and that in case of the same, or any part thereof, being assigned, underlet, or otherwise disposed of without such consent signified as aforesaid, or of any breach of this contract, on the part of the contractors,

14 CONTRACTS ENTERED INTO BETWEEN THE GOVERNMENT

the payment of the sum of money hereinafter agreed to be made shall be enforced, should the same be not duly paid by the contractors.

And it is also agreed, that the notices or directions which the same Commissioners, or their Secretary, officers, or other persons are hereby authorized and empowered to give to the said contractors, or to the survivors or survivor of them, or to the executors or administrators of such survivor, or to their or any of their officers, servants, or agents, may, at the option of such Commissioners, or of their Secretary, officers, or other persons, be either delivered to the master of any of the said vessels, or other officer, agent, or servant of the contractors in the charge or management of any vessel employed in the performance of this contract, or may be left at the last known office or house of business in London of the person or persons for whom any such notice may be intended.

And in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22d year of the reign of King George the Third, intituled, "An Act for restraining any Person concerned in any Contract, Commission, or Agreement, made for the Public Service, from being elected, or sitting and voting as a Member of the House of Commons," it is hereby expressly declared and agreed, and these presents are upon this express condition; and the said contractors do covenant for themselves, their heirs, executors, and administrators, that no Member of the House of Commons shall be admitted to any share or part of this contract, or to any benefit to arise therefrom.

And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisoes, clauses, articles, and agreements hereinbefore contained, which on the part and behalf of the contractors are or ought to be observed, performed, fulfilled, and kept, the contractors do hereby bind themselves, their heirs, executors, and administrators, and each and every of them, himself, his heirs, executors, and administrators, unto our Sovereign Lady the Queen, in the sum of 8,000*l.* of lawful money of the United Kingdom, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated or ascertained damages hereby agreed upon between the same Commissioners and the contractors, in case of the failure on the part of the contractors in the due execution of this contract, or any part thereof.

In witness whereof, the said parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed, sealed, and delivered
(being first duly stamped)
in the presence of

John James.

Richard Bourne (L. S.)
J. C. Ewart (L. S.)
Francis Carleton (L. S.)
T. Troubridge (L. S.)
S. J. B. Pechell (L. S.)

ARTICLES of AGREEMENT made this 26th day of December, in the year of our Lord 1844, between the "Peninsular and Oriental Steam Navigation Company" of the one part, and the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of *Great Britain and Ireland* (for and on behalf of Her Majesty) of the other part.

WITNESS, that the said Company (hereafter designated as the contractors), in consideration of the payments hereinafter stipulated to be made, do hereby covenant, promise, and agree with the said Commissioners, that they the contractors shall and will at all times, during the continuance of this contract, provide, maintain, keep seaworthy, and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, Her Majesty's mails (which term of Her Majesty's mails is intended and understood by the parties hereto to mean such of Her Majesty's mails, and all despatches and bags of letters, as shall at any time, and from time to time, by the said Commissioners, or Her Majesty's Postmaster-general, or any of the officers or agents of the said Commissioners or Postmaster-general, be required to be conveyed, and whether

number, not less than three, of good, substantial, and efficient steam-vessels, to be employed between Calcutta in India, and Suez, in Egypt; each and every of such vessels to be always supplied with first-rate appropriate steam-engines, of not less than 500 collective horse power; and also a good, substantial, and efficient steam vessel, to be employed as a reserve or subsidiary vessel in the said service, when any of the before-mentioned vessels may be disabled by accident, or require repairs; such last-mentioned vessel to be always supplied with first-rate appropriate steam-engines, of not less than 250 collective horse power. And likewise that the said Company shall and will at all times during the continuance of this contract, provide, maintain, keep seaworthy, and in complete repair and readiness for the purpose of conveying Her Majesty's mails between the island of Ceylon and Hong Kong in China, a sufficient number of vessels, not less than two, each of them to be always supplied with first-rate appropriate steam-engines, of not less than 400 collective horse power: and also another vessel, to be always supplied with first-rate appropriate steam-engines, of no less than 250 collective horse power: and all the vessels hereinbefore mentioned or referred to shall be also always supplied and furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, fresh water, anchors, cables, fire-pumps, and other proper means for extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the service hereby contracted to be performed; and also manned and provided with competent officers and engineers, and a sufficient crew of able seamen and other men; and to be in all respects as to vessels, engines, equipments, engineers, officers, and crew, subject in the first instance, and from time to time, and at all times afterwards, to the approval of the said Commissioners, and of such other persons as shall at any time, or from time to time, have authority under the said Commissioners to inspect and examine the same.

That every one of such vessels with engines of not less than 500 and 400 horse power, shall be of such construction and strength, and their equipments so arranged as to be fit and able to carry and fire at least four guns of the largest calibre now used on board any of Her Majesty's steam-vessels of war.

That the contractors shall and will during the continuance of this contract, in every case, diligently, faithfully, and to the satisfaction of the said Commissioners, and with all possible speed, convey Her Majesty's mails on board the said vessels respectively as hereinafter mentioned.

That one of such vessels, with engines of 500 collective horse power, so approved of and equipped and manned as aforesaid, and with Her Majesty's mails on board, shall on the 10th day of January next, and on the 10th day of every succeeding calendar month, except the months of May, June, or July, when she shall leave Calcutta on the 5th of the month, at such hour as shall at any time or from time to time be appointed by the said Commissioners, put to sea from the Sand Heads, off Calcutta, and proceed direct to Madras, where she shall arrive within 84 hours from the time of her departure from Calcutta.

That such vessel shall remain at Madras 24 hours, but not longer, unless a further stay of the vessel there shall be specially required by any agent duly authorized to have charge of Her Majesty's mails, whose direction is to be complied with, but the stay at Madras shall not exceed 48 hours.

That such vessel, after having delivered and received Her Majesty's mails at Madras, shall proceed thence direct to Point de Galle, in the Island of Ceylon, where she shall arrive within 60 hours from the time of her leaving Madras.

That such vessel shall, when and so often as may be required by the said Commissioners or their authorized agent, call and deliver and receive Her Majesty's mails at Trincomalee either on the outward or homeward passage, or both, or in substitution of Point de Galle, on giving notice thereof; and that when such vessel shall have to call both at Point de Galle and Trincomalee on her voyage to Suez, such vessel shall arrive at Trincomalee, from Madras, within 35 hours; and that within 12 hours after her arrival at Trincomalee, Her Majesty's mails having been there delivered and received, such vessel shall proceed thence direct to Point de Galle, and shall arrive there within 34 hours; but in case the said Commissioners shall give notice to the said contractors

mails having been there delivered and received, proceed thence direct to Aden, and shall arrive there in 282 hours from the time of her departure from Trincomalee.

That when such vessel has to call at Point de Galle, she shall, within 48 hours after her arrival there, Her Majesty's mails having been there delivered and received, proceed thence direct to Aden, and there arrive within 247 hours, and immediately on her arrival deliver and receive Her Majesty's mails. It being agreed that any agent duly authorized to have charge of Her Majesty's mails, shall have power and be at liberty specially to detain such vessel at Point de Galle or Trincomalee, for any period not exceeding 72 hours from the time of her arrival; but if the steamer with the mails from Hong Kong and Singapore shall not have arrived at Point de Galle or Trincomalee at the termination of the 72 hours, in that case the steamer from Calcutta and Madras for Suez shall remain at Point de Galle or Trincomalee until the arrival of the steamer from Hong Kong, not exceeding however 120 hours, unless she be then in sight; the vessel when so detained proceeding direct to Aden from Point de Galle or Trincomalee, as the case may be, immediately at the expiration of the period of her detention.

That within 48 hours after her arrival at Aden, having delivered and received Her Majesty's mails, such vessel shall proceed thence direct to Suez, where she shall arrive within 152 hours from the time of her leaving Aden.

That during the months of May, June, and July, 120 hours in addition to the above stipulated time shall be allowed on the whole passage from Calcutta to Suez, the intermediate stoppages not being longer than those agreed upon under this contract.

That such vessel shall remain at Suez 120 hours, unless Her Majesty's mails from England shall have previously arrived at Suez, in which case she shall leave Suez with Her Majesty's mails on board as soon as coals, provisions, and necessary stores can be got on board, and the requisite repairs to the vessel and her machinery can be effected.

If, however, Her Majesty's mails from England shall not have arrived at the expiration of such 120 hours, such vessel shall wait for the same at Suez beyond that period for such further time as shall be necessary, not however exceeding 48 hours; unless at the expiration of such last-mentioned periods a telegraphic communication shall have reached Suez, to the effect that the said mails have been dispatched across the Desert, or if the affirmative flag shall have given notice that the steamer from England is in sight at Alexandria, in either of which cases such vessel at Suez is to remain there until Her Majesty's mails from England are on board.

That so soon as Her Majesty's mails shall have been received on board such vessel, she shall proceed from Suez direct to Aden, where she shall arrive within 144 hours from the time of her departure from Suez.

That after remaining 48 hours at Aden, and there delivering Her Majesty's mails and receiving others on board, such vessel shall proceed thence to Point de Galle, where she shall arrive within 247 hours from the time of her departure from Aden, unless she be required to proceed direct from Aden to Trincomalee without calling at Point de Galle, in which case she shall arrive at Trincomalee from Aden within 282 hours of her departure from the latter place; and after having delivered and received Her Majesty's mails at Trincomalee, she shall within 48 hours of her arrival there proceed to Madras, where she shall arrive within 35 hours.

That when having to proceed from Aden to Point de Galle, she shall, after remaining there not longer than 48 hours, and there delivering Her Majesty's mails and receiving others on board, proceed thence direct to Madras, where she shall arrive in 60 hours, unless she be required also to call at Trincomalee, in which case she shall proceed from Point de Galle to Trincomalee, where she shall arrive within 34 hours, and there deliver and receive Her Majesty's mails, and shall proceed from Trincomalee within 12 hours of her arrival there to Madras, where she shall arrive within 35 hours.

That in every case on her voyage from Suez, after remaining at Madras not longer than 12 hours, and there delivering and receiving Her Majesty's mails, such vessel shall proceed direct to Calcutta and there deliver Her Majesty's

That in the event of any accident occurring, or of repairs being necessary to any of the vessels with engines of not less than 500 horse power, employed in the performance of the service hereby contracted to be performed, which may temporarily prevent the employment of any such vessels, the contractors shall provide and employ in the same service, during the time any such vessel may be withdrawn or not employed, a steam-vessel with engines of not less than 250 collective horse power, and every substituted vessel, with her engines, officers, crew, and equipments, shall be subject to such approval, and to all other conditions as the other vessels hereinbefore mentioned or referred to; and that none of the said larger vessels shall be withdrawn from the said service, or be disused for repairs, without the previous sanction and approbation of the said Commissioners or their authorized agents, and when withdrawn or temporarily prevented from being employed, such vessel shall be again employed in the same service without delay.

That one of the said vessels, of not less than 400 horse power, shall be in readiness at Point de Galle, or if and whenever required by the said Commissioners at Trincomalee, to receive Her Majesty's mails for Penang, Singapore, and Hong Kong, on each of the said steam-vessels arriving from Suez; and within 24 hours after the said mails shall have been received on board one of such vessels of 400 horse power, such vessel shall put to sea and proceed direct to Penang, where she shall arrive within 140 hours from the time of her departure from Point de Galle, or within 137 hours in case of her departure from Trincomalee.

That such vessel of 400 horse power, after delivering and receiving the mail at Penang, shall put to sea, and proceed direct to Singapore, where she shall arrive within 45 hours from the time of her departure from Penang.

That such vessel, after remaining not exceeding 48 hours at Singapore, and having delivered and received Her Majesty's mails, shall proceed direct to Hong Kong, where she shall arrive within 170 hours after her departure from Singapore, and there deliver Her Majesty's mails.

That on the 1st of every month, except for the months of May, June, July, and August, when the departures are to be five days earlier, one of such vessels shall, with Her Majesty's mails on board, proceed from Hong Kong direct to Singapore, where she shall arrive within 170 hours from her departure from Hong Kong.

That within 48 hours after arriving at Singapore, and after having delivered and received Her Majesty's mails there, she shall proceed to Penang, where she shall arrive within 45 hours after her departure from Singapore.

That within six hours after arriving at Penang, and having delivered and received Her Majesty's mails there, she shall proceed to Point de Galle, where she shall arrive and deliver Her Majesty's mails within 140 hours after her departure from Penang; or if Trincomalee shall be the appointed place for the junction of the mails, she shall proceed from Penang direct to Trincomalee, and there arrive and deliver Her Majesty's mails within 137 hours of her departure from Penang.

That the contractors shall be at liberty to order the vessels to call at one or more other places on the direct route between Ceylon and Hong Kong; the aggregate stoppages not to exceed 12 hours; and the said Commissioners shall also have the option to order the vessels to call at one or more other places on the said direct route to deliver and receive Her Majesty's mails, the aggregate delay not to exceed 12 hours.

That should it be deemed by the said Commissioners, or by any of their authorized agents, requisite for the public service that any vessel employed under this contract should delay her departure from any of the places herein mentioned or referred to, beyond the periods hereinbefore agreed upon, the said Commissioners or such authorized agents shall have power and be at liberty to order such delay, not however exceeding 24 hours, by letter addressed to the master of any such vessel, or person acting as such, and which shall be deemed a sufficient authority for such detention.

and in such case it shall be lawful for the said Commissioners, or any of their authorized agents, to detain the vessels employed under this contract at any such port or place for any period not exceeding 72 hours from the time of the vessel employed under this contract arriving at any such port or place, unless the vessel or vessels from the Mauritius, Australia, and New Zealand, shall not then have arrived at such port or place, in which case the vessel employed under this contract shall remain at such port or place until the arrival of the vessel or vessels from the Mauritius, Australia, and New Zealand, not exceeding however 120 hours, unless such last-mentioned vessel or vessels be then in sight.

That if at any time or times, owing to stress of weather, or any other unavoidable circumstance, any vessel employed in the performance of this contract shall not be able, in the opinion of the officer or person having charge of Her Majesty's mails, to reach, in due course, any of the places to which she ought to proceed, the same officer or person may and shall give such directions, and make such alterations for the particular case as shall seem most expedient to him for the performance of the service, and any directions or orders which he may give in such cases, shall be strictly obeyed by the master of every such vessel, who shall insert such alterations, and the reason thereof, in his log book, which shall, whenever required, be produced to the said Commissioners, or to any of their officers or agents.

That the contractors shall and will, from time to time, and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipments, and machinery of the vessels, which shall be used in the performance of this contract, as the advanced state of science may suggest, and the said Commissioners may direct.

That the contractors shall receive, and allow to remain on board each of the said vessels so to be and while employed in the performance of this contract, an officer of Her Majesty's Navy, or any other person to be severally appointed by the said Commissioners to take charge of the said mails, and also a servant of the said officer or person, if required; and that every such officer or person shall be recognized and considered by the contractors and their officers, agents, and seamen, as the agent of the said Commissioners, in charge of Her Majesty's mails, and as having full authority in all cases to require a due and strict execution of this contract on the part of the said contractors, their officers, servants, and agents, and to determine every question, whenever arising, relative to proceeding to sea or putting into harbour, or to the necessity of stopping to assist any vessel in distress, or to save human life; and that the decision of such officer or person as aforesaid shall, in each and every such case, be final and binding on the contractors, unless the said Commissioners, on appeal by the contractors, shall think proper to decide otherwise. But it is understood that the above expression, "to determine" every question, shall not confer upon such officer or person the power of compulsion in such cases.

That a suitable first-rate cabin, with appropriate bed, bedding, and furniture, shall, at the cost of the contractors, be provided and appropriated by them for and to the exclusive use, and for the sole accommodation of such agent of the said Commissioners, and also a proper and convenient place of deposit on board, with secure lock and key, for Her Majesty's mails; and that each and every of the said agents shall be victualled by the contractors as a chief-cabin passenger, and be provided with wines and other liquors, without any charge being made for the same, whilst Her Majesty's mails are on board; and that should all or any of such agents require a servant, such servant shall also be provided with a proper and suitable berth, and be duly victualled whilst on board, by and at the cost of the contractors, without any charge being made for the same.

That Her Majesty's mails shall be conveyed in the said vessels, and be delivered and received at each of the places to which the said vessels are to proceed, in the performance of this contract, and that at each port or place, where the said mails are to be delivered and received, the agent having charge of Her

Majesty's mails, in a suitable boat of not less than four oars, to be provided and properly manned and equipped by the contractors; and that the directions of such agent shall in all cases be obeyed as to the mode, time, and place of receiving and delivering Her Majesty's mails.

That the contractors shall not receive or permit to be received on board any of the vessels employed under this contract, any letters for conveyance, other than those duly in charge of the said agent, or which are or may be privileged by law.

That if any vessel employed in the performance of this contract, having Her Majesty's mails on board, shall stop, linger, or deviate from the direct course on her voyage, (except from stress of weather, accidents, or when authorized as aforesaid,) or shall delay starting at the proper time, or shall put back into port after starting, without the sanction, in each and every case, of the agent authorized to have the charge of the said mails, or when so sanctioned to put back into port, shall not again start and proceed direct in performance of the service hereby contracted for, when and so soon as required by the said agent, then, and in every of such cases, and as often as the same shall happen, the contractors shall and will forfeit and pay unto Her Majesty, her heirs and successors, the sum of 200 l.; and that if any vessel which ought to leave the place of her departure with mails in the performance of this contract, shall not proceed direct on her voyage for 12 hours after the proper and appointed time (except as aforesaid), the contractors shall and will, so often as any such omission shall happen, forfeit and pay unto Her Majesty, her heirs and successors, the sum of 500 l., and also the further sum of 500 l. for every successive period of 12 hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract.

But the contractors are not to be liable to any penalties under this contract for any matters arising from circumstances over which they and their servants had not and could not have had any control, and which shall be so proved to the satisfaction of the said Commissioners.

That every agent authorized to have the charge of the said mails shall, either alone, or with such other persons as he may consider necessary, have full power and authority, as often as he may deem it requisite, to examine and survey, in such manner and with the assistance of such persons as he may think proper, any of the vessels employed, or to be employed, in the performance of this contract, and the hulls, machinery, equipments, and crews thereof, on his giving reasonable notice in writing to the master for the time being of the vessel about to be examined, or to the person acting as such, of such his intention; and if any defect or deficiency be ascertained, and notice thereof in writing be given to such master or person, the said master shall immediately, or as soon as possible thereupon, remedy, replace, or effectively repair or make good every such defect or deficiency.

And that the said Commissioners shall also have full power, whenever, and as often as they may deem it requisite, to survey, by any other of their officers or agents, all and every the vessels employed and to be employed in the performance of this contract, and the hull thereof, and the engines, machinery, furniture, tackle, apparel, stores, and equipment of every such vessel, the said vessels to be opened in their hulls whenever the said officers may require; and if any such vessel, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores or equipments shall on any such survey be declared by any of such officers or agents unseaworthy, or not adapted to the service hereby contracted to be performed, or if the said Commissioners shall deem it necessary or expedient that any alteration or improvement shall be made therein, or any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service hereby contracted to be performed, and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied, or the alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners.

That the contractors and all commanding and other officers of the vessels:

this contract, punctually attend to the orders and directions of the said Commissioners, or of any of their officers or agents, as to the landing, delivering, and receiving Her Majesty's mails. That the said contractors shall and will, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Commissioners, or by any naval or other officer or agent acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive, provide for, victual, and convey on board each and every or any of the vessels to be employed in the performance of this contract, for the whole or any portion of the voyages of the said vessels (in addition to the naval officer or other person authorized to have the charge of the said mails), any naval, military, and civil officers in the service of Her Majesty, not exceeding 10, as chief cabin passengers, and any number of seamen, marines, or soldiers in Her Majesty's service; not exceeding 10, as deck passengers, to be effectually protected from sun, rain, and bad weather, charging for such chief cabin and deck passengers two-thirds only of the fares or rates charged by the said contractors for ordinary passengers of a similar description, 20 days' notice being given, if practicable, to the agent of the contractors at the port of embarkation, in the event of more than two officers being required for embarkation at any one time.

And that all and every the sums of money hereby stipulated to be forfeited and paid by the contractors unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, and shall and may be deducted and retained by the said Commissioners out of any monies payable, or which may thereafter be payable to the contractors, or the payment may be enforced as a debt due to Her Majesty, with full costs of suit, at the discretion of the said Commissioners.

That in the event of any accident occurring to the hull or machinery of one or more of the said contract vessels, arising from circumstances over which the contractors and their servants had not and could not have had any control, and that in consequence thereof the mails should be carried on or conveyed by any of Her Majesty's or of the East India Company's vessels, a deduction or abatement is to be made from the contract service money, at the rate of 20 *s.* per nautical mile, if on the line between Calcutta and Suez, and 12 *s.* per mile, if on the line between Hong Kong and Ceylon, for the distance which the mails may have been so conveyed, such distance to be ascertained and determined by the Hydrographer of the said Commissioners; or such amount shall be recoverable as a debt due to Her Majesty, with full costs of suit.

That the said contractors, shall and will receive on board each and every of the said vessels employed in the performance of this contract, any number of small packages, containing astronomical instruments, charts, wearing apparel, or other articles, and convey and deliver the same to, from, and between all or any of the said ports or places, to or from which the said mails are to be conveyed in the performance of this contract, when and as often as directed by the said Commissioners or their Secretary, as respects articles which may leave England, and as respects other articles conveyed, when and as often as directed by the British naval officer in command, at any port where the vessel may touch, free from all costs and charges. And also shall and will receive on board each and every of the said vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores, not exceeding five tons in weight at any one time in any one vessel, at the rate of freight charged by the contractors for private goods, on receiving from the said Commissioners, or any of their officers or agents, two days' previous notice of its being their intention to have such stores so conveyed; and that the said contractors shall in all cases be strictly responsible for the due custody and safe delivery of the said packages, articles, and stores.

That if at any time during the continuance of this contract, the said Com-

prevent the service from being performed by three vessels only between Calcutta and Suez, and two vessels between Point de Galle, or Trincomalee and Hong Kong.

And it is hereby declared and agreed, that this contract shall commence on the 1st day of January 1845, and shall continue in force for seven years, and thenceforward until the expiration of a written notice of 12 calendar months, which may, at the termination of such seven years, or at any period of any year afterwards, be given, either by the said Commissioners, under the hand of either of their Secretaries, to the said contractors, or their secretary, or by the contractors to the Commissioners, for the discontinuance of the same; it being however understood, that the actual service for the conveyance of Her Majesty's mails from Ceylon to Hong Kong, and the said intermediate places, and from Hong Kong to Ceylon, and the said intermediate places, although not commencing on the said 1st day of January, shall commence not later than the 1st day of August next, and that the said Commissioners shall temporarily permit the contractors to use for such last-mentioned service vessels with steam-engines of not less than 250 collective horse power, until the 1st day of June 1846, on or before which day such service is to be performed with the said vessels of not less than 400 horse power, as hereinbefore mentioned, such vessels of not less than 250 horse power to be subject as to officers, crew, and equipment, and in all other respects, to the approval of the said Commissioners, and to all the provisions herein contained with respect to the said vessels of not less than 400 horse power.

And it is hereby agreed, that the said Commissioners shall, at any time during the continuance of this contract, have power and be at liberty to purchase all or any of the said vessels at a valuation, or to charter the same exclusively for Her Majesty's service, at a rate of hire to be mutually fixed and agreed on by them and the contractors. But if any difference should at any time or times arise as to the amount of valuation or hire so to be paid, such difference shall be referred to two arbitrators, one to be chosen from time to time by the said Commissioners, and the other by the contractors; and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire, to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire, when the said arbitrators cannot agree, shall be binding and conclusive upon all parties.

And it is further agreed, that in case of such purchase or hire, the service hereby contracted to be performed shall be performed by other vessels of the contractors, of a similar description to the vessel or vessels purchased or hired, if they can in due and proper time furnish them; such other vessels, as to construction, machinery, equipment, and crew, to be subject to the same approval as other vessels employed under this contract. And in the event of the contractors being allowed by the said Commissioners to continue to perform only a portion of the service, there shall be paid to the contractors such annual sum of money as shall be agreed upon by the said Commissioners and the contractors; and in case of their differing as to the amount, the difference to be settled by two arbitrators, or an umpire, to be chosen respectively as aforesaid.

And it is agreed, that any submission which may be made to arbitration in pursuance of this contract, shall be made a rule of Her Majesty's Court of Exchequer, pursuant to the statute in that case made and provided; and that any witnesses examined upon any reference may be examined upon oath.

And in consideration of the due and faithful performance by the contractors of all the services hereby contracted to be by them performed, the said Commissioners do hereby agree, that there shall be paid to the contractors, so long as they perform the whole of the said services, by bills at sight, payable by Her Majesty's Paymaster-general, the following sums, in equal quarterly payments; that is to say, for the service between Calcutta and Suez, a sum after the rate of 115,000 £. per annum; and for the service between Ceylon and Hong Kong a sum after the rate of 45,000 £. per annum.

Kong shall become due within three months from the time of the commencement of such service.

And it is hereby further agreed and provided, that without the consent of the said Commissioners, signified in writing under the hand of one of their Secretaries, neither this contract nor any part thereof shall be assigned, under-let, or disposed of; and that in case of the same or any part thereof being assigned, under-let, or otherwise disposed of, without such consent signified as aforesaid, or of any breach of this contract on the part of the contractors, their officers, agents, or servants, it shall be lawful for the said Commissioners for executing the said office of Lord High Admiral (if they think fit, and notwithstanding there may or may not have been any former breach of this contract), by writing under the hand of one of their Secretaries for the time being, to determine this contract without any previous notice to the contractors or their agents, nor shall the contractors be entitled to any compensation in consequence of such determination; but even if this contract be so determined, the payment of the sum of money hereinafter agreed to be made shall be enforced, should the same be not duly paid by the contractors.

And it is also agreed, that the notices or directions which the same Commissioners, or their Secretary, officers, or other persons, are hereby authorized and empowered to give to the said contractors, or to their or any of their officers, servants, or agents, may at the option of such Commissioners, or of their Secretary, officers, or other persons, be either delivered to the master of any of the said vessels, or other officer, agent, or servant of the contractors in the charge or management of any vessel employed in the performance of this contract, or may be left at the last known office or house of business of the said contractors in London.

And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisions, clauses, articles, and agreements hereinbefore contained, which on the part and behalf of the contractors are or ought to be observed, performed, fulfilled and kept, the contractors do hereby bind themselves and their successors unto our Sovereign Lady the Queen in the sum of 35,000 l. of lawful money of the United Kingdom, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated or ascertained damages hereby agreed upon between the same Commissioners and the contractors, in case of the failure on the part of the contractors in the due execution of this contract or any part thereof.

In witness whereof, two of the Commissioners for executing the office of Lord High Admiral have hereunto set their hands and seals, and the said contractors have hereto set their corporate seal, the day and year first above written.

Wm. Bowles. (L. S.)

W. Gordon. (L. S.)

Signed, sealed, and delivered by the said Commissioners
in the presence of

John James.

The Corporate Seal of the abovenamed "Peninsular and Oriental Steam Navigation Company" was hereunto affixed, by order of the Court of Directors, in the presence of

John James,

and

C. W. Howell.

A RE
ME
Ins
Ret

PRO

Result
Syste
30 S

Result
Syste
1847

A prop
the C

It thus
Emo
coun
twee
amot

Ac
10 .

S E A M E N.

RETURN to an ORDER of the Honourable The House of Commons,
dated 20 January 1847 ;—for,

A RETURN “ of the Number of SEAMEN Afloat, above the Estimate, and the Number
of SEAMEN that the Channel Squadron are Short of Complement.”

Admiralty, }
12 April 1847. }

H. F. AMEDROZ,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 14 April 1847.

RETURN of the Number of SEAMEN and BOYS Afloat, above the Estimate.

Number of Seamen and Boys voted - - - - -	- - -	29,500
Number of Seamen and Boys actually borne by the last returns received in office on the 1st April 1847 - -	34,168	
Number of Boys borne above the 2,000 voted separately 4,016		
2 ½ Boys equal 1 Man - - - - - 1,606		
Able Seamen saved by the employment of Boys - - -	2,410	
		31,758
Number of Seamen more borne than voted - - -		2,258

Admiralty Office, }
12 April 1847. }

N.B.—1,091 men are employed upon the relief service in Ireland and Scotland.

H. G. Ward.

A RETURN of the Number of SEAMEN that the Channel Squadron are Short of
Complement.

Seamen - - - - -	198
Boys - - - - -	34
	232

SUPERNUMERARIES in the Squadron at the same time,

Seamen - - - - -	30
Boys - - - - -	464
	494

Admiralty, }
9 February 1847. }

J. T. Briggs,
Acc^t General Navy.

S E A M E N.

**RETURN of the Number of SEAMEN Aboard,
above the Estimate, and the Number of SEAMEN
that the Channel Squadron are Short of Com-
plement.**

(Sir Charles Napier.)

*Ordered, by The House of Commons, to be Printed,
14 April 1847.*

RETURN to an ORDER of the Honourable The House of Commons,
dated 19 February 1847;—for,

A RETURN “ of the following SAILING SHIPS and STEAM VESSELS of WAR,
—*Raleigh, Constance, Thetis, Eurydice, Spartan, Terrible, Retribution,*
Trident, Sidon, Odin; and showing,

“ 1. Total Cost of Hull and Engines ; from whose Plans and Drawings Built, and Displacement calculated, and Dimensions of Masts, Yards, and Sails were Designed :

“ 2. Difference between Calculations made, and actual Draught of Water, with all Ordnance Stores, Provisions, and Water, &c. under Hatches, and Coals, in the case of Steamers, stating for how many Men, and for what Number of Days, she has Provisions and Water on Board for the same ; and in Steamers, for how many Days the Coals are calculated to last at full Steam :

“ 3. Greatest Speed obtained ; and in Steamers, when under Canvas and Steam together, when under Canvas only, and when under Steam only :

“ 4. Greatest Amount of Inclination in Rolling, Pitching, and Sending, with the Number of Vibrations rolling in a Minute, or any given portion of Time :

“ 5. Number of Feet and Inches Centre of Gravity of Engine is above or below Load-water Line :

“ 6. Expenses of all Descriptions, including Alterations, Pay, and Provisions of Officers and Men, from Date of Commission to the 1st day of January 1847, and Number of Days at Sea in the same Period :

“ 7. Constructors' Report of Her Majesty's Ship *Thetis*, dated Portsmouth, the 7th day of January 1847.”

(*Viscount Ingestre.*)

Ordered, by The House of Commons, to be Printed,
28 April 1847.

A RETURN of the following SAILING SHIPS and STEAM VESSELS of WAR,—*Raleigh, Constance,*
of their Construction, Sailing

	RALEIGH.		CONSTANCE.		THETIS.	
	£.		£.		£.	
Total cost of hull (fitted complete for sea up to the time of sailing from the ports where they were fitted out.)	45,952		44,231		42,641	
Total cost of engines - - - - -	- - -		- - -		- - -	
From whose plans and drawings built, and displacement calculated, and dimensions of masts, yards, and sails were designed.	- - Mr. John Fincham.		- - Sir William Symonds.		- Messrs. Read, Cruize & Chatfield.	
	Constructor's Line					
Difference between calculations made and actual draught of water, with all Ordnance stores, provisions, and water, &c. under hatches, and coals in the case of steamers - - - - -	For.	Aft.	For.	Aft.	For.	Aft.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
	20 0	21 0	21 0	21 9	19 0	19 9
	Actual Draught					
	20 10	22 3	21 7	22 9	19 0½	20 4
Stating for how many men - - - - -	- - -		500 No.		320 No.	
And for what number of days she has provisions and water on board for the same.	- - no sailing qualities received.		196 days' salt; 224 days all others. 98 days' water.		112 days' bread 140 days all others.	
And in steamers, for how many days the coals are calculated to last at full steam.	- - -		- - -		- - -	
Greatest speed obtained - - - - -	- - no sailing qualities received.		12 kts. 8 fms.		- - no sailing qualities received.	
And in steamers, when under canvas and steam together - -	- - -		- - -		- - -	
„ when under steam only - - - - -	- - -		- - -		- - -	
„ when under canvas only - - - - -	- - -		- - -		- - -	
Greatest amount of inclination in rolling, pitching, and sending, with the number of vibrations rolling in a minute, or any given portion of time.	- - no sailing qualities received.		8° no time specified.		- - no sailing qualities received.	
Number of feet and inches centre of gravity of engine is above or below load-water line.	- - -		- - -		- - -	
	£.		£.		£.	
Expenses of all descriptions, including alterations - - -	17,872		16,578		10,728	
Pay and provisions of officers and men from the date of commission to the 1st day of January 1847.	19,073		15,259		2,534	
And the number of days at sea in the same period - - -	Not known at Somerset House.					

Thetis, Eurydice, Spartan, Terrible, Retribution, Trident, Sidon, Odin ; showing the various Particulars and Steaming Qualities, &c.

EURYDICE.	SPARTAN.	TERRIBLE.	RETRIBUTION.	TRIDENTS.	SIDON.	ODIN.							
£. 1st commiss. 19,328 2d commiss. 2,177 - - - Rear Admiral the Hon. Geo. Elliot.	£. 1st commiss. 22,777 2d commiss. 2,690 - - - Sir W. Symonds	£. 51,810 43,451 Mr. O. Lang.	£. 42,782 42,290 Sir W. Symonds.	£. 19,874 17,925 Messrs. Ditch- burn & Mare.	£. 39,135 38,391 Rear Admiral Sir C. Napier.	Not complete : fitted for a temporary service. Mr. John Fincham.							
of Flotation, as follows, in small figures :													
For. ft. in. 16 0	Aft. ft. in. 16 3	For. ft. in. 16 0	Aft. ft. in. 17 0	For. ft. in. 18 0	Aft. ft. in. 18 6	For. ft. in. 18 0	Aft. ft. in. 18 0	For. ft. in. 10 9	Aft. ft. in. 10 9	For. ft. in. 17 10	Aft. ft. in. 17 10	For. ft. in. 15 0	Aft. ft. in. 15 0
at Sea, as follows, with everything on board :													
15 11 16 7	16 9½ 17 11½	18 10 19 4	18 7 18 9	11 3 10 7	no returns.	no returns.							
240 No.	240 No.	- - -	- - -	85 No.	-	-							
140 days, all descriptions. 70 days' water.	90 days' salt ; 112 days all others. 84 days' water.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.	- - 68 days, all descriptions.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.							
- - -	- - -	7½ days.	7½ days.	5½ days.	12 days.	8 days.							
13 kts. 0 fms.	12 kts. 4 fms.	-	-	-	-	-							
- - -	Maximum speed	12 kts. 5 fms.	12 kts. 0 fms.	10 kts. 4 fms.	9 kts. 2 fms.	12 kts. 0 fms.							
- - -	Mean speed	10 2	9 0	7 4	- - -	10 4							
- - -	- - -	10 ½ 0	about 12 kts.	10 ¾ 0	no returns.	no returns.							
- - -	- - -	8 5	6 2	5 0	no returns.	no returns.							
13° no time specified.	15° no time specified.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.	- - no sailing qualities re- ceived.							
- - -	- - -	not known.	not known.	not known.	not known.	not known.							
(Cannot be obtained from the Steam Department.)													
£. 11,875 6,952	£. 14,788 6,952	£. 14,561 14,516	£. 11,562 12,678 to 16 October 1846, paid off.	£. 6,470 1,839	£. 11,688 4,092	not in commis- sion.							

Digitized by Google

SAILING SHIPS AND STEAM VESSELS.

RETURN of the following SAILING SHIPS and
STEAM VESSELS of WAR,—*Raleigh, Constance,*
Thetis, Eurydice, Spartan, Terrible, Retribution,
Trident, Sidon, Odin; showing the various Part-
iculars of their Construction, Sailing and
Steaming Qualities, &c.

(*Viscount Ingestre.*)

Ordered, by The House of Commons, to be Printed,
28 April 1847.

STEAM VESSELS (NAVY).

**RETURN to an ORDER of the Honourable The House of Commons,
dated 19 January 1847 ;—for,**

**RETURN “ of SCREW STEAM VESSELS Laid Down and Launched since the
1st day of January 1840 ; also, of IRON STEAM VESSELS Laid Down and
Launched from the same Time, distinguishing those with Screw, their
Tonnage, Horse Power, and Armament.”**

(Sir Charles Napier.)

**Ordered, by The House of Commons, to be Printed,
9 February 1847.**

A RETURN of SCREW STEAM VESSELS Laid Down and Launched since the 1st day of January 1840 ; showing their Tonnage, Horse Power, and Armament.

NAMES.	WHEN		Ton- nage.	Horse Power.	ARMAMENT.
	Laid down.	Launched.			
Rattler - - -	April 1842 -	April 1843 -	888	200	- - 1 No. 68 pr., 65 cwt., 4 No. 32 pr., 25 cwt.
Niger - - -	May 1845 -	Nov. 1846 -	1,014	400	- - No armament proposed in drawing for building, nor ordered since, but understood to be similar to Conflict and Desperate.
Termagant - - -	April 1845 -	building -	1,527	620	- - As per drawing; 12 No. 42 pr., 84 cwt., 8 No. 32 pr., 56 cwt., 2 No. 8 in., 112 cwt., 6 No. 10 in., 84 cwt.
Encounter - - -	June 1845 -	Sept. 1846 -	906	360	- - As per drawing; 2 No. 56 pr., 85 cwt., 4 No. 68 pr., 65 cwt., 2 No. 32 pr., 25 cwt.
Conflict - - -	July 1845 -	Aug. 1846 -	1,113	400	- - As per drawing; 2 No. 56 pr., 85 cwt., 6 No. 68 pr., 65 cwt., 2 No. 32 pr., 25 cwt.
Desperate - - -	Oct. 1845 -	building -	992	400	
Arrogant - - -	Sept. 1845 -	building -	1,861	300	- - 22 No. 32 pr., 56 cwt., 16 No. 32 pr., 32 cwt., 6 No. 8 in., 65 cwt., 2 No. 56 pr., 85 cwt.
Dauntless - - -	Sept. 1845 -	Jan. 1847 -	1,496	520	- - As per drawing; 14 guns, 85 cwt. to 65 cwt., 12 No. 32 pr., 50 cwt., 2 No. 8 in., 112 cwt. As ordered since; 6 No. 68 pr., 65 cwt., 12 No. 32 pr., 56 cwt., 4 No. 84 pr., 85 cwt., 2 No. 68 pr., 95 cwt.
Teazer - - -	Aug. 1845 -	June 1846 -	296	100	- - 1 gun, 65 cwt., 1 No. 6 pr. howitzer, brass.
Boxer - - -	May 1846 -	building -	301	100	
Bee (wheels and screw).	June 1841 -	Feb. 1842 -	42	10	Tender.

The following Ships have been altered to Screw Steam Vessels.

Ajax - - -	Admiralty Order, 2d Sept. 1846, to fit for steam guard ships.	Aug. 1807 -	May 1809 -	1,761	450	- - 26 No. 42 pr., 66 cwt., 26 No. 32 pr., 42 cwt., 2 No. 56 pr., 85 cwt., 2 No. 8 in., 65 cwt.
Blenheim - - -		Aug. 1808 -	May 1818 -	1,747	450	
Edinburgh - - -		Nov. 1807 -	Jan. 1811 -	1,772	450	
Hogue - - -		April 1808 -	Oct. 1811 -	1,750	450	
Eurotas - - -		Feb. 1827 -	Feb. 1829 -	1,168	350	- - 20 No. 42 pr., 66 cwt., 2 No. 56 pr., 85 cwt., 2 No. 8 in., 65 cwt.
Forth - - -		Nov. 1828 -	Aug. 1833 -	1,215	350	
Horatio - - -		July 1805 -	April 1807 -	1,090	350	
Seahorse - - -		Nov. 1826 -	July 1830 -	1,212	350	
Amphion (Admiralty Order, 18th June 1844, to fit with auxiliary engines and screw).		April 1830 -	Jan. 1846 -	1,475	300	- - 14 No. 32 pr., 50 cwt., 8 No. 32 pr., 25 cwt., 2 No. 56 pr., 87 cwt., 6 No. 8 in., 65 cwt.

IRON STEAM

A RETURN of IRON STEAM distinguishing tho

NAMES.	Laid I	
Dover - - -	March	
Albert - - -	Sept. 1	
Soudan - - -	Sept. 1	
Wilberforce - - -	Sept. 1	
Mohawk - - -	July 1	
Rocket - - -	Oct. 1	
Ruby - - -	Oct. 1	
Trident - - -	April	
Birkenhead - - -	Sept. 1	
Bloodhound - - -	Feb. 1	
Harpy - - -	Feb. 1	
Jackall - - -	Feb. 1	
Lizard - - -	Feb. 1	
Myrmidon - - -	Feb. 1	
Torch - - -	Feb. 1	
Fairy (screw) - - -	Dec. 1	
Grappler - - -	Aug. 1	
Onyx - - -	May 1	
Megara (screw) - - -	Aug. 1	
Sharpshooter - - -	Aug. 1	
Violet - - -	Aug. 1	
Greenock (screw) - - -	Sept. 1	
Minx (screw) - - -	Sept. 1	
Simoom (screw) - - -	Oct. 1	
Antelope - - -	Dec. 1	
Triton - - -	Dec. 1	
Oberon - - -	Jan. 1	
Vulcan (screw) - - -	March	
Caradoc - - -	Dec. 1	
Llewellyn - - -	Jan. 1	
Columba - - -	Jan. 1	
Dwarf (screw) - - -	- (pu	
Princess Alice - - -	- (pu	

Admiralty, Somer
Surveyor of the Navy's Off

SHIPS "EURYDICE" AND "SPARTAN."

RETURN to an Order of the Honourable The House of Commons,
dated 19 March 1847;—for,

A COPY "of the OFFICIAL REPORTS and DIAGRAMS respecting the TRIALS in SAILING of Her Majesty's Ship EURYDICE, during the Months of August and September 1846:—Also, the Number of Men and Boys victualled, and the Quantities of Provisions and Water on Board Her Majesty's Ships SPARTAN and EURYDICE, on the 9th day of August 1846."

Ordered, by The House of Commons, to be Printed, 15 June 1847.

A COPY of the OFFICIAL REPORTS and DIAGRAMS respecting the TRIALS in SAILING of Her Majesty's Ship EURYDICE, during the Months of August and September 1846:—Also, the Number of Men and Boys victualled, and the Quantities of Provisions and Water on Board Her Majesty's Ships SPARTAN and EURYDICE, on the 9th day of August 1846; to which is added a STATEMENT of the Draught of Water of Her Majesty's Ships SPARTAN and EURYDICE, in the Month of August 1846.

Admiralty,
10 June 1847.

J. H. Hay,
Acting Chief Clerk.

(A.)

COPY of a DESPATCH from Vice-Admiral Sir *W. Parker*, G.C.B., to the Right honourable the Secretary of the Admiralty.—(Two Enclosures—Diagrams A. & B.)

Sir,

"Hibernia," off the Tagus,
20 August 1846.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ships named in the margin, joined the squadron under my command, on the 18th instant, and, in obedience to their Lordships' directions, intimated in Mr. Ward's letter of the 6th instant, I transmit the reports of the trials of sailing of those ships, on their passage out from England.

Raleigh,
Constance,
Eurydice,
Spartan.

I have, &c.

(signed) *W. Parker,*
Vice-Admiral.

To the Right hon.
The Secretary of the Admiralty,
&c. &c. &c.

Enclosure 1 in (A.)

REMARKS on the Sailing of the *Raleigh*, *Constance*, *Eurydice* and *Spartan*, since leaving Plymouth.

At 10 h. 45 m., the Eurydice had fore-reached considerably, but the Spartan had gone much to windward, and appeared to be, by angles and bearing, 1,213 yards to windward of Eurydice.

At 1 h. 0 m., the Eurydice tacked per signal; at 1 h. 15 m., the Spartan passed a short distance to windward of her, apparently about 200 or 300 yards; wind, a light breeze from W. N.W., going about $4\frac{1}{2}$ knots.

On the 10th August, a short trial took place between the Spartan and Eurydice, the wind being about a point free. At 2 h. 30 m., under all plain sail, royals and flying jib, the Eurydice was astern about 405 yards; at 5 h. 30 m., Eurydice was about 1,360 yards ahead of Spartan, having gained 1,760 yards in three hours and ten minutes. During this trial there was a moderate breeze from the N.W., going about 7 knots.

On the 11th August, with a 7-knot breeze from W. S. W., under all plain sail except royals, a trial took place between Eurydice and Spartan. At 9 h. 20 m., the signal was made to try rate of sailing, the Eurydice being about 620 yards to windward of Spartan. At 11 h. 50 m., tacked for signal. At 1 h. 40 m., tacked. At 2 h. 15 m., when the trial terminated, the Eurydice was 1,540 yards to windward, having gained about 900 yards to windward of Spartan in four hours. The Raleigh had gained during the trial 2,760 yards to windward of the Constance, both ships being under all plain sail except royals.

On the 12th, light variable winds; no trial took place.

On the 13th, *see* Report.

On the 14th, calm, with light airs.

On the 15th, *see* Report.

On the 16th, wind quarterly, going five and six knots under all plain sail, except weather clew of mainsail, distanced the Constance considerably, she having star-board studding-sails set; at the same time, had a little advantage of the Eurydice, and the Spartan was far astern of all.

There is a considerable discrepancy between the sailing reports of Raleigh and Constance on the 15th, although the bearings and angles were taken precisely at the same time; the angles subtended by Raleigh's mast-head are not shown in Constance's report; and it appears the whole distances the vessels were apart have been made use of in arriving at results, instead of the distances ahead or astern; making very material differences when the angles were great (as at starting) between the ship's course and line of bearing. In the trial of sailing by the wind with the Constance on the 13th, the same principle appears to have been adhered to, the vessels' distances apart being used in coming to a conclusion, without any regard to their relative positions with respect to the direction of the wind.

(signed) *Thomas Herbert,*
Captain.

Vice-Admiral Sir W. Parker, Bart, G. C. B.,
&c. &c. &c.

Enclosure 2 in (A.)

Her Majesty's Ship "Raleigh," off Lisbon,
18 August 1846.

Sir,

Constance,
Eurydice,
Spartan.

AGREEABLY to the directions of the Lords Commissioners of the Admiralty, I have tried the ships named in the margin, during the passage from Plymouth Sound to this period; and in forwarding reports of the trials of sailing, I beg to observe that the Eurydice has had (except on the day we left Plymouth) the advantage of the Spartan; and that the Raleigh, both off and on the wind, has had the advantage of the Constance.

(signed) *Thomas Herbert,*
Captain.

Vice-Admiral Sir W. Parker, Bart., G. C. B.,
&c. &c. &c.

(B)

COPY of a DESPATCH from Vice-Admiral Sir *W. Parker*, Bart., G. C. B., to the Right honourable the Secretary of the Admiralty.—(One Enclosure—Diagrams C. D. E. F.)

"Hibernia," off the Rock of Lisbon,

22 August 1846.

Sir,

My letter of the 18th inst., No. 216, will have informed their Lordships that the squadron under my command, named in the margin, sailed from the Tagus at 8 h. A. M. of that day, and on clearing the "Cachops" we were joined by the Raleigh, Constance, Eurydice and Spartan. It blew too strong to admit of much communication, and the remainder of the day was employed in exercising the squadron in such evolutionary movements as were practicable. The following morning, the wind being strong from the northward, afforded a favourable opportunity for trying the rate of sailing, and the whole of the squadron, with the exception of the Hibernia and St. Vincent, were directed to proceed in the wind's eye of the flag-ship. I had ordered the Polyphemus to take up a position in that direction for the purpose of noting the ships in succession as they passed to windward of her, but the signal was misunderstood, and the expected observations from Commander M'Cleverty were consequently lost; the weather also became so very hazy that we were unable to discern the positions of the different ships from the Hibernia; but the accompanying summary of the reports received from the captains (which are also herewith enclosed) will, I believe, be found correct. On the 20th, the weather continuing favourable and the wind strong, I sent the Eurydice 15 miles dead to leeward, and at 11 h. 30 m., A. M., started the Vanguard, Canopus, Raleigh and Constance together, to pass round her stern, and the whole to beat back to the flag-ship. They passed the Eurydice successively in the order stated in the accompanying return, and rejoined the squadron in the order which is also stated therein. All the ships displayed excellent sailing qualities and stability, but the advantage was certainly with the Raleigh, followed closely by the Eurydice. It is, however, right to observe, that the Constance having run down before the wind with all her reefs out, lost ground considerably in reefing her topsails. The Vanguard also lost the use of her top-gallant sails for some time, from the check and sheet blocks being carried away and sails splitting; but the race was well contested between that ship and the Canopus, the advantage in favour of the Vanguard not exceeding from one or two cables in length. As these line-of-battle ships drew in with the land, and got into smoother water, the superiority was decidedly with the Vanguard; on the off-shore tack the Canopus excelled. The Spartan had been detached on the 19th to the assistance of a Portuguese merchant-brig in distress, which prevented her participating in the trial of the 20th. The Constance and Spartan have been occupied in the early part of this day, while the breeze lasted, in a trial, for the purpose of trimming those ships, and I shall, on the first favourable opportunity, direct another sailing match between them, the Raleigh and Eurydice, as well as with others of the ships which were not tried on the 20th, together with the Superb, which I am hourly expecting to join me from the Tagus. The reports received from the Captains of the trial on the 20th are likewise enclosed for their Lordships' information.

Hibernia,
St. Vincent,
Queen,
Vanguard,
Canopus,
Rodney,
Albion.
Rattler,
Polyphemus,
Steam-sloops.

I have, &c.

(signed) *W. Parker*,

Vice-Admiral.

The Right hon. the Secretary of the Admiralty,

&c. &c. &c.

Enclosure to (B.)

"Hibernia," off the Rock of Lisbon,
22 August 1846.

Vanguard,
Canopus,
Raleigh,
Constance.

STATEMENT of the Order in which the Ships named in the Margin successively passed the Eurydice, when lying to, 15 miles to leeward of the Flag-ship, in the Trial of Sailing on the 20th instant.

	H.	M.	S.	
Raleigh, at - - - - -	1	6	0	P.M.
Constance - - - - -	1	8	30	
Vanguard - - - - -	1	9	55	
Canopus - - - - -	1	12	10	
Eurydice, filled at - - - - -	1	12	30	

(signed) *W. Parker,*
Vice-Admiral.

ORDER in which the under-mentioned Ships passed the Hibernia, with the Time and Distance of each, at the Termination of a Trial of Sailing off Lisbon, on the 20th August 1846.

No. 1. Raleigh tacked under the stern of Hibernia at 5 h. 3 m. P.M., being then one cable's length distant, and passed to windward.

No. 2. Eurydice passed to windward of Hibernia, at 5 h. 30 m. P.M., half a cable's length distant.

No. 3. Constance had reached within one point of the lee-bow of the Hibernia, one mile distant, at 5 h. 50 m. P.M. She was then crossing to windward, when a man falling overboard obliged her to heave to; the man was saved.

No. 4. Vanguard passed to leeward of Hibernia, at 6 h. 20 m. P.M., one cable's length distant.

No. 5. Canopus passed to leeward of Hibernia, at 6 h. 15 m. P.M., two and a half cable's length.

(signed) *W. Parker,*
Vice-Admiral.

(C.)

COPY of a DESPATCH from Vice-Admiral Sir *W. Parker*, Bart., G.C.B., to the Right honourable the Secretary of the Admiralty.—(One Enclosure.)

Sir, "Hibernia," at Sea, 9 September 1846.

Hibernia,
St. Vincent,
Queen,
Vanguard,
Rodney,
Albion,
Superb,
Eurydice,
Spartan.
Cyclops,
Rattler,
Polyphemus,
Steam-vessels.

I REQUEST you will inform the Lords Commissioners of the Admiralty that, on the passage between Lisbon and Cape St. Vincent, on the 3d instant, the weather being moderate and the wind nearly aft, the rate of sailing of the squadron (as per margin) was tried between noon and 5 P.M., under all possible canvas, the headmost ships averaging about $5\frac{1}{2}$ knots an hour, when the Eurydice had a decided superiority over all the others, which followed in the order and with the advantage stated in the accompanying summary; the reports from the different ships being also enclosed for their Lordships' information.

Right hon. the Secretary of the Admiralty,
&c. &c. &c.

I have, &c.
(signed) *W. Parker.*

Enclosure to (C.)

SUMMARY of REPORTS of Sailing before the Wind, 3 September 1846.

Eurydice beat Spartan	-	-	-	4,409 yards.
Superb „ Vanguard	-	-	-	1,300 „
Vanguard „ Spartan	-	-	-	1,000 „
Spartan „ Queen	-	-	-	83 „
Queen „ St. Vincent	-	-	-	1,500 „
St. Vincent Albion	-	-	-	1,600 „
Albion „ Rodney	-	-	-	2,236 „
Rodney „ Hibernia	-	-	-	2,112 „

(signed) *W. Parker,*

H.M.S. "Hibernia," September 1846.

Vice-Admiral.

(D.)

COPY of a DESPATCH from Vice-Admiral Sir *William Parker*, Bart, G.C.B., to
the Right honourable the Secretary of the Admiralty.

"Hibernia," off Cape Spartel,

20 September 1846.

Sir,

I REQUEST you will inform the Lords Commissioners of the Admiralty that the squadron under my command left Cadiz on the morning of the 17th, and on the same evening I detached Commodore Sir F. Collier with the St. Vincent and Queen to England, directing the Commodore to keep the Queen in company until they were off Plymouth, for the purpose of making every possible further trial of the sailing qualities of the two ships.

On the 18th and 19th instant trials of sailing were again made in the squadron. On the former day the Eurydice and Spartan tried for five hours; the wind was light, the water smooth, and the former had a very decided advantage, having at the close weathered on the Spartan 1,520 yards.

The steamers Retribution, Cyclops, Terrible and Rattler also started together about the same time, the whole having their floats unshipped. The Terrible had a slight advantage over the Rattler, both beating the Cyclops considerably, and the Retribution very much.

On the following day (the 19th), the wind being fresh, and in the latter part of the day a head-sea also, the same vessels were again started, and in the afternoon the two-deckers named in the margin were likewise put on trial.

Vanguard,
Albion,
Rodney,
Superb.

The superiority was again decidedly with the Eurydice, which in five hours beat the Spartan 2,000 yards directly in the wind's eye.

Of the steamers, the Rattler was gaining fast on the whole, until her top-masts were carried away. The Terrible was the next best, but she also lost ground by her chain topsail-tye giving way. The Cyclops showed good weatherly properties, without fore-reaching much, and the Retribution did better with the stronger breeze than before, though considerably beaten by all the other steam-vessels. Of the line-of-battle ships, the Vanguard was foremost, the Superb, Albion and Rodney following in succession. The summaries will show the amount of gain and loss, and the reports of the angles and distances from the respective ships are also forwarded, together with the average inclination by pendulum of each ship.

In closing these reports, as regards the Eurydice (which will probably be sent to England to-morrow or the following day), I have no hesitation in saying she has proved herself decidedly the fastest, and a very clever little ship in all respects, and has been ably conducted by Captain Elliot. The Spartan has also shown

6 REPORTS, &c.: H. M. SHIPS "EURYDICE" AND "SPARTAN."

Captain Elliot notices in his report that the Eurydice had 20 tons more water on board than the Spartan (it was, in fact, 22 tons), the former having obtained a supply at Cadiz; but it must also be stated that the Spartan, from some accidental causes, had 33 tons more dead-weight on board when she left England than the Eurydice, and consequently, in both these last trials, the Spartan had 11 tons more weight in her than her competitor.

Their Lordships may be assured that they are both admirable ships.

The squadron, in the course of this day, lying to, have been thrown into the hollow of a heavy swell, with the wind too light to render the ships manageable; and I am bound to say, that the Albion, Vanguard and Superb have perceptibly rolled much deeper than the other ships.

The Terrible, Cyclops and Rattler have rolled nearly alike; the Retribution less than the others by one-half.

I have, &c.

(signed) *W. Parker,*
Vice-Admiral.

The Right hon. the Secretary of the Admiralty,
&c. &c. &c.

(E.)

Admiralty, 31 March 1847.

STATEMENT showing the Total Number, including Boys, victualled on board Her Majesty's Ships "Eurydice" and "Spartan," on the 9th day of August 1846; also, the Quantities of Provisions and Water estimated to have remained on Board those Ships on that day; viz. :—

SHIP.	Number Victualled.	Biscuit.	Wine.	Spirits.	Salt		Flour.	Suet.	Raisins.
					Beef, Pieces 8 Pounds.	Pork, Pieces 4 Pounds.			
		<i>lbs.</i>	<i>gall.</i>	<i>gall.</i>			<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>
Eurydice -	263	25,070	26	795	1,250	2,498	7,300	602	1,197
Spartan -	246	25,557	19	813	1,284	2,484	7,788	1,027	627

SHIP.	Peas.	Oatmeal.	Sugar.	Choco- late.	Tea.	Vinegar.	Tobacco.	Soap.	Preserved		Salt.	Water in Tanks.
									Meat.	Soup.		
	<i>gall.</i>	<i>gall.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>gall.</i>	<i>lbs.</i>	<i>lbs.</i>	<i>lbs.</i>	$\frac{1}{2}$ pints.	<i>lbs.</i>	<i>gall.</i>
Eurydice -	800	160	2,176	1,655	435	152	1,282	827	213	63	28	17,810
Spartan -	816	213	2,570	1,689	478	197	1,299	698	240	—	—	15,860

James Mull,
Comptroller of Victualling.

(F.)

STATEMENT of the DRAUGHT of WATER of Her Majesty's Ships "Spartan" and "Eurydice," in the Month of August 1846.

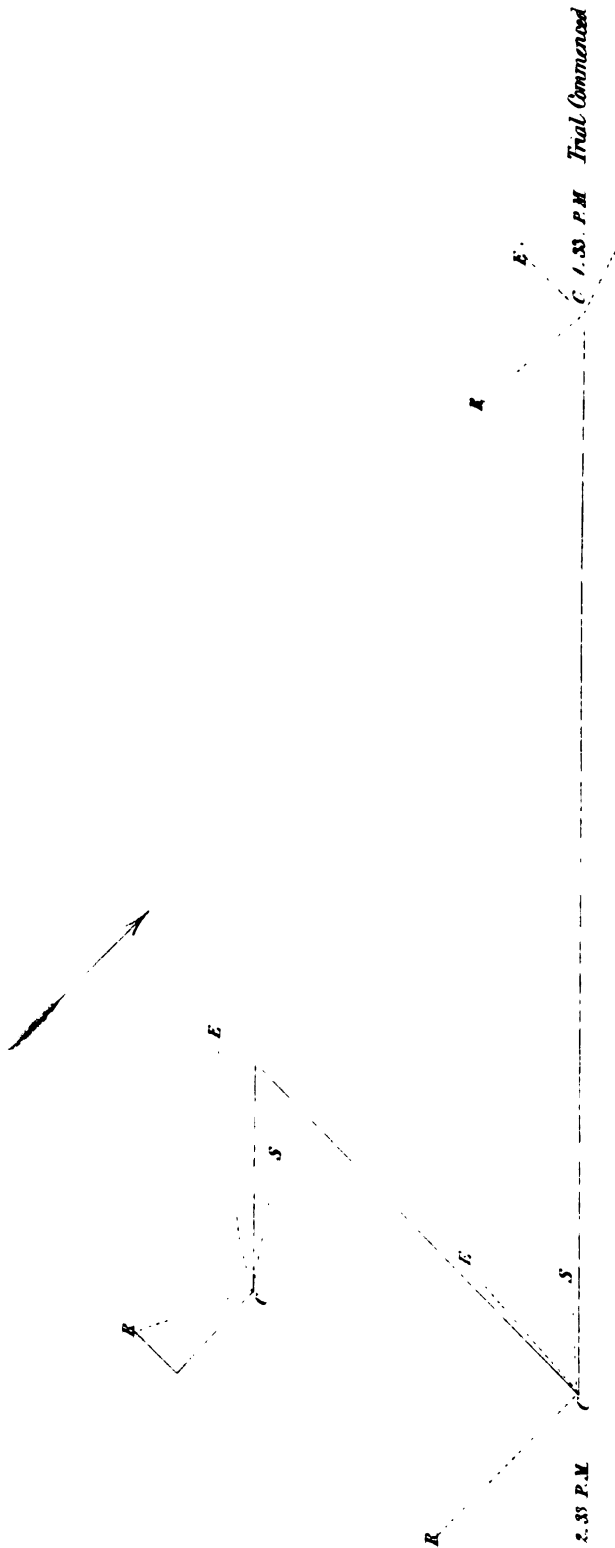
									Feet.	Inches.
Spartan, on 5 August 1846	-	Forward	-	-	-	-	-	-	16	9 $\frac{1}{2}$
		Aft	-	-	-	-	-	-	17	11 $\frac{1}{2}$

DIAGRAM A.

DIAGRAM OF TRIAL OF SAILING BETWEEN H.M. SHIPS RALEIGH, CONSTANCE,

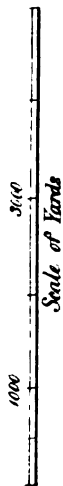
EURYDICE AND SPARTAN, AUGUST 13TH 1846.

Copy
H. Mark
Vice Admiral



Time	Wind	Course	Bearings and distance.			Constance ground on		
			Raleigh	Eurydice	Spartan	Raleigh	Eurydice	Spartan
1.33	W 6 N		W 1/2 N 44 1/2 N 1403 yds	N 3/4 E 80 1/2 yds	E 1/4 N 75 1/2 yds	128 yds	1737 yds	636 yds
2.33	W 8 N	SW	W 1/2 N 21 1/2 N 2164 yds	N 1/2 E 1685	NE 1/2 E 404			
3.30	W 8 N	SW 1/2 S	W 1/2 N 12 1/2 N 1275 yds	N 41 E 2397	NE 6 1/2 E 1392			

Digitized by Google

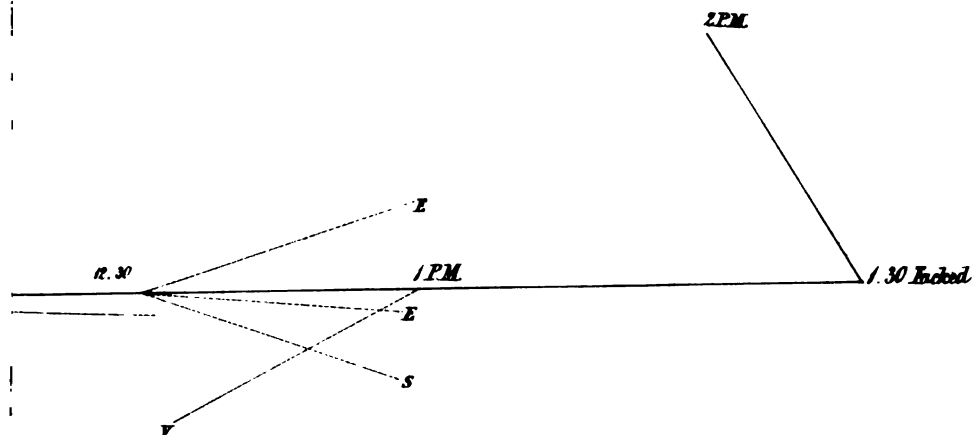


Wind very light and very variable, occasionally blowing different ships, and cannot be considered a satisfactory trial.

H. C. W.
Vice-Admiral

<i>Time</i>	<i>Bearings & distances of Raleigh</i>	<i>Bearings & distances of Eurydice</i>
<i>9 A.M.</i>	<i>S 68° W. 19.32 Yds</i>	<i>N 76° W. 2808 Yds</i>
<i>10 .</i>	<i>S 67° W. 3485 .</i>	<i>N 69° W. 1694 .</i>
<i>11 .</i>	<i>S 62° W. 4976 .</i>	<i>S 25° W. 2318 .</i>
<i>Noon</i>	<i>S 67° W. 5289 .</i>	<i>S 68° W. 3518 .</i>
<i>1 P.M.</i>	<i>S 56° W. 5402 .</i>	<i>S 44° W. 4449 .</i>
<i>2 .</i>	<i>S 51° W. 5252 .</i>	<i>S 38° W. 5042 .</i>
<i>3 .</i>	<i>S 67° W. 3940 .</i>	<i>S 53° W. 3580 .</i>
<i>Constance lost on</i>		<i>Constance gained on</i>
<i>Raleigh 2008 Yards</i>	<i>Eurydice 24 miles</i>	<i>Spartan 71 Yds</i>

DIAGRAM C.



Scale of Yards. Nautical Mile 6040 feet.

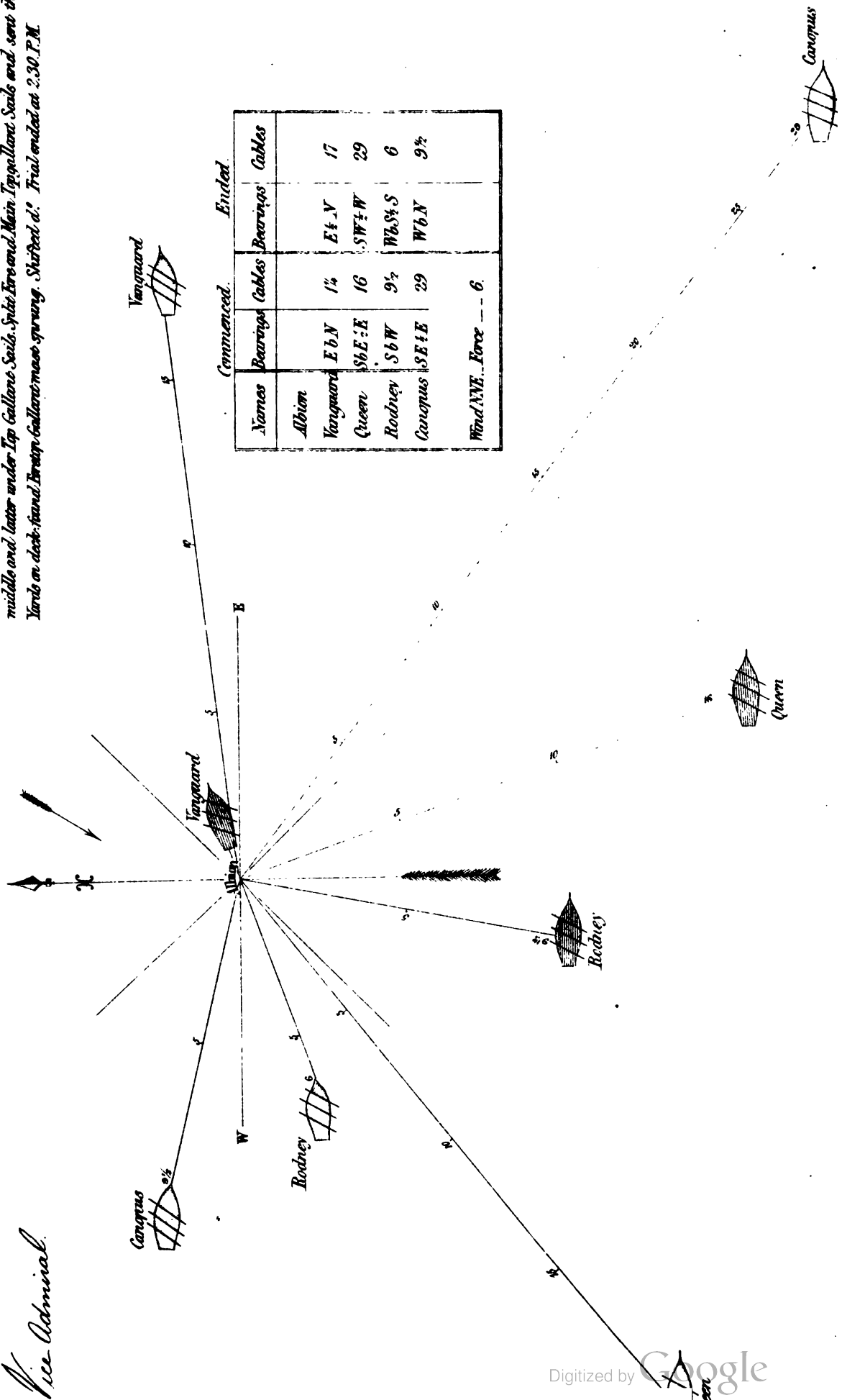
1 P.M.		Remarks.
Guard S.W. W. 1/2 W.	5729	Constance weathered on Eurydice about 1500 yards during the trial, but Eurydice forereached on Constance about 9000 yards. Spartan forereached on Constance 7900 yards, but was weathered by Constance about a mile. Constance weathered on Vanguard 4 3/4 miles and on the remainder of the Squadron from 7 to 10 miles. 8.40 A.M. Raleigh split Main Top sail, & afterwards went per Signal, to the assistance of a Portuguese Brig.
remainder of the iron from 7 to 10 on her Quarter		
2 P.M.		
N.N.E. Course E 1/4 N. 4.5		
N.W. N. 3.2		
thus S.W. 1/2 W.	8	12.45 { Spartan E. & S. 25' 5959 yards. Eurydice E.N.E. 27' 5817 "
ney S.W.	9	
n S.W. 1/2 S.	12	
Both Vessels bore up to close Commander in Chief.		
Master H.M.S. Constance.		

DIAGRAM D.

DIAGRAM OF THE TRIAL ON THE 19TH.

The trial commenced at 8.30 A.M. under double reefed topsails. Carvees, Jib and Spunkie, middle and later under top gallant sails. Spit fire and main top gallant sails and sent the yards on deck, hand brass gallant masts spung. Skirted d. Trial ended at 2.30 P.M.

Copy
Vice Admiral.

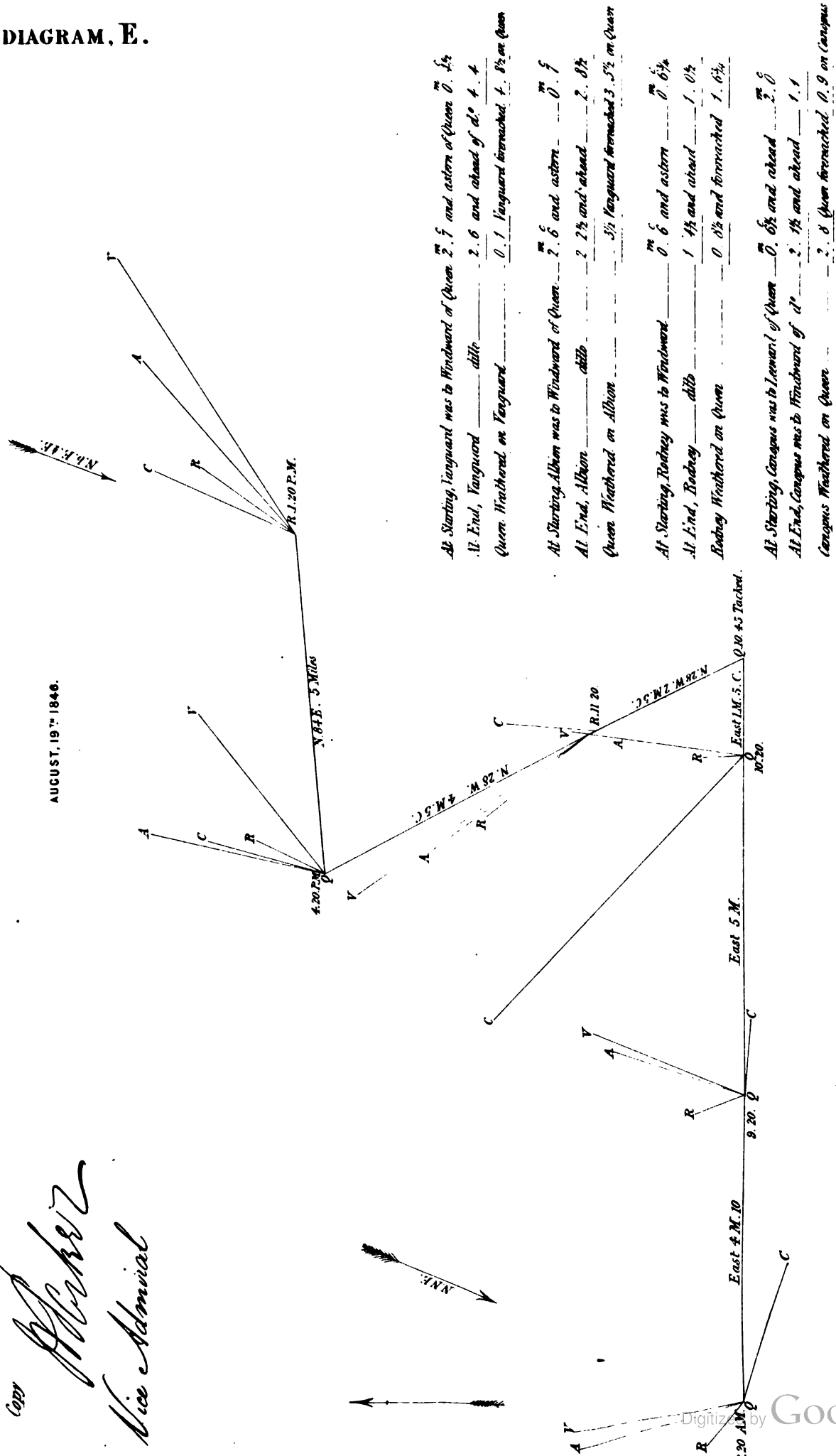


PAPER SHIPS "EURYDICE" AND "SPARTAN."

DIAGRAM, E.

AUGUST, 19th 1846.

Copy
Admiral
Vice Admiral



At Starting, Vanguard was to Windward of Queen $2^{\circ} 7'$ and astern of Queen $0^{\circ} 5\frac{1}{2}'$
 At End, Vanguard ditto $2^{\circ} 6'$ and ahead of $d^{\circ} 4'$
 Queen Weathered on Vanguard $0^{\circ} 1'$ Vanguard overhauled $4^{\circ} 8\frac{1}{2}'$ on Queen

At Starting, Albion was to Windward of Queen $2^{\circ} 6'$ and astern $0^{\circ} 7'$
 At End, Albion ditto $2^{\circ} 2\frac{1}{2}'$ and ahead $2^{\circ} 8\frac{1}{2}'$
 Queen Weathered on Albion $3\frac{1}{2}'$ Vanguard overhauled $3^{\circ} 5\frac{1}{2}'$ on Queen

At Starting, Rodney was to Windward $0^{\circ} 6'$ and astern $0^{\circ} 6\frac{1}{2}'$
 At End, Rodney ditto $1^{\circ} 4\frac{1}{2}'$ and ahead $1^{\circ} 0\frac{1}{2}'$
 Rodney Weathered on Queen $0^{\circ} 8\frac{1}{2}'$ and overhauled $1^{\circ} 6\frac{3}{4}'$

At Starting, Conopus was to Leeward of Queen $0^{\circ} 6\frac{1}{2}'$ and ahead $2^{\circ} 0'$
 At End, Conopus was to Windward of d° $2^{\circ} 1\frac{1}{2}'$ and ahead $1^{\circ} 1'$
 Conopus Weathered on Queen $2^{\circ} 8'$ Queen overhauled $0^{\circ} 9'$ on Conopus

DIAGRAM F.

*Trial of Sailing*August 20th 1846.

H. M. SHIPS,

VANGUARD, CANOPUS, RALEIGH,
CONSTANCE & EURYDICE.

Constance about a quarter of a mile during the run
on Canopus, and Vanguard about the same distance.
the Squadron Raleigh gained on Constance about
a mile, Constance on Canopus and Vanguard
not being able to shorten sail quick enough in
upwards of 2 miles.

4.30, P.M.

Canopus	W. b. S.	8'	} Estimated distance.
Vanguard	W. b. S. $\frac{1}{4}$ S.	4 or 5	
Raleigh	N. W. b. W.	5	
Eurydice	N. W. b. W. $\frac{1}{4}$ W.	3 or 4	

Signed

Henry Paul, } Master of
H. M. S. Constance.

SHIPS "POWERFUL," &c.

**RETURN to an Order of the Honourable The House of Commons,
dated 3 May 1847;—for,**

**COPIES "of the Logs of the 'Powerful,' 'Rodney,' 'Ganges,' 'Vanguard,'
'Cambridge' and 'Revenge,' on the 1st, 2d, 3d, 4th, 5th and 6th days of
December 1840."**

**Admiralty, }
20 May 1847. }**

**H. F. AMEDROZ,
Chief Clerk.**

(Sir Charles Napier.)

***Ordered, by The House of Commons, to be Printed,
20 May 1847.***

COPY LOG of the Proceedings of Her Majesty's Ship "POWERFUL," *Charles Napier*, Commodore, between
1st December and 6th December 1840.

December 1st, 1840.

Force of Wind.	State of Weather.	H.	K.	F.	Courses.	Winds.	Lee Way.	Signals.	REMARKS, &c.
5	g	1	2		NNE				A. M.
		2	2	4	NE by N				4 0 Squadron in company.
		3	2		NNE $\frac{1}{2}$ E				5 15 Down mizen trysail, out reefs of courses, set jib and driver.
		4	2						6 0 Up top-gallant masts and yards; out flying jib-boom and 3d reefs of topsails; in main trysail and staysail.
2	b	5	2	4	NNE	N Wly			Daylight. Revenge, Rodney and Vanguard in company; Cambridge and Ganges in sight to leeward.
		6	2						9 30 Mustered at quarters.
		7	1	4	N by E	Vble			
1	c	8	1	4		NW			10 0 Taken aback; braced round on starboard tack; watch eastward, making points; corps caulking main deck; awkward squad at great guns.
		9	1	2	SSW	Vble			
		10	1	2					
		11	3						
1	c	12	2	4	N by E	SW			
Course.	Distance.	Latitude D.R.	Lat. O.	Lat. D.R.	Longitude Chro.	Long. Lunar.	BEARINGS AND DISTANCE.		
4	cv	1	4	4	SE by S	SWly			P. M.
		2	4		SE				Squadron in company.
		3	3						1 0 Up foresail; in 2d and 3d reefs of flying and main topsails.
5	cb	4	3		SE $\frac{1}{2}$ S				4 30 Set main trysail.
6	g	5	3		South	WSW			5 0 Close-reefed topsails, and one set of courses; shortened sail to close-reefed topsails, and reefed foresail; down top-gallant yards and masts.
6	cb	6	2						6 0 Squadron in sight.
		7	2	4	SSE	SWly			7 0 Bent mizen trysail.
6	gbb	8	2	4					9 45 Set mizen trysail.
		9	3		S $\frac{1}{2}$ E				
		10	3		S $\frac{1}{2}$ W	West			
		11	3	4	SSW				Opened { Beef, Nos. 90 and 144, 8-lb. pieces. Suet, No. 58, 112 lbs.
6	g	12	3	4	S by W				Midnight.

COPY LOG of the Proceedings of Her Majesty's Ship "Powerful"—*continued*.

December 2d, 1840.

Force of Wind.	State of Weather.	H.	K.	F.	Courses.	Winds.	Lee Way.	Signals.	REMARKS, &c.
b	c	1	3	4	SSW	West			A. M.
b	qr.	2	3	4	SW by S				1 10 Up foresail; set flying staysail; observed a light on lee bow, supposed to be Vanguard.
		3	3		N by $\frac{1}{2}$ S				4 0 Three sail in sight to leeward, one on the west quarter.
8	g	4	3						6 0 Set foresails, and down main staysail; wore foggie of main topsail sheet, came out, furled the sail, and set main staysail.
		5	2	4	SW	NW			8 0 Squadron in company.
		6	2						9 15 Down main staysail.
		7	1		N by E	West			10 0 A sea struck the ship, carried away swinging boom, washed away fore-chains and fore-castle netting.
8	g	8	1						11 0 Set main staysail.
		9	2		NNE				Noon. Carried away main staysail sheet; hauled it down. Squadron in company.
		10	2	4	Up N by E				
		11	3		Off NE by N				
8	g	12	3						
Course.		Distance.		Latitude D. R.	Lat. O.	Long. D.R.	Longitude Chro.	Long. Lunar.	BEARINGS AND DISTANCE.
									Opened rum 218, 70 gallons; pork 362, 365, 804lbs. each.
8	g	1			Up N				P. M.
		2			Off NNE	N Wly			1 10 Down flying top staysail; employed getting preventive force shroud up.
		3							3 0 Set main staysail; carried away part main topsail left, and preventive main topsail brace; two sail in sight.
8	ph	4							5 20 Main staysail sheet carried away in ditto.
		5	1		Up N				9 30 Set main staysail; carried away starboard; foretop stay supplied ditto; got preventive stay up; set up foretop stay.
8	gph	6	1		Off NE by N				Midnight.
		7							
8	g	8			N by E	NW			
		9			Head N by E		4 $\frac{1}{2}$		
		10					4 $\frac{1}{2}$		
		11			Up N by E	N Wly	4 $\frac{1}{2}$		
b	gr	12			Off NE by N		4 $\frac{1}{2}$		

COPY LOG of the Proceedings of Her Majesty's Ship "Powerful"—continued.

December 3d, 1840.

Force of Wind.	State of Weather.	H.	K.	F.	Courses.	Winds.	Lee Way.	Signals.	REMARKS, &c.
6	g	1		4	NE	Westly	4		A. M.
4	b	2		4			4		3 0 Set close-reefed main topsail.
		3		4			4		4 50 Carried away main staysail; down the sail to splice the sheet.
		5			Up NNE				6 0 Set ditto; lost overboard block, 10 inch double, one in No.
		6		4	Off NE by N		4		Daylight. Observed (squadron) a part of, astern; Vanguard on lee beam.
		7	2						8 0 Squadron in sight.
		8	3		NE by N				8 50 Set close-reefed flying and main topsail.
		9	3		NE $\frac{1}{2}$ N				9 15 Set reefed main sail; down main staysail; in flying and mizen topsails; employed variously, and reefing new topsail lifts.
		10	4		NE				Noon. Squadron in company; wore; split main-sail in setting up ditto.
		11	4		NE $\frac{1}{2}$				
5	b	12	4		N				
Cours.	Distance.	Latitude D. R.	Lat. O.	Long. D. R.	Longitude Chro.	Long. Lunar.	BEARINGS AND DISTANCE.		
		1	2		WSW	NW			P. M.
		2	2						Opened flour, No. 5, 21, 367 lbs.
		3			Hove to Hd WSW				1 14 Out 3d and 4th reefs of topsails and reefs of courses.
4	c	4	3						2 0 Up foresail, and hove to.
		5	2						3 0 Filled set courses, jib and spankers; employed setting up port fore rigging; carpenter about fore chains; sailmakers as required.
1	b	6	2	4	NE by N				4 0 Squadron in company.
		7	3						5 0 Tacked, squadron in company.
2	b	8	1	4		WNW			7 15 Up mainsail in driver.
		9	1	4	NE by N				7 30 Set driver; in setting mainsail, split it; up ditto to repair.
		10	1	4					11 0 Set mainsail.
		11	1	4					11 50 Up ditto; washed away swinging booms, one in No.
2	b	12	4	4	NE by N				Midnight. A swell from westward.

COPY LOG of the Proceedings of Her Majesty's Ship "Powerful"—*continued*.

December 4th, 1840.

Force of Wind.	State of Weather.	H.	K.	F.	Course.	Winds.	Lee Way.	Signals.	REMARKS, &c.
1	b	1	1	6					A. M.
		2	1						4 0 Up foresail.
		3	1	4	Hd Nd	Vble			4 15 Up top-gallant yards and masts.
o	b	4			Hd to Nd and Ed	Calm			8 0 Light breezes N E; wore ship; squadron in company; employed setting up fore and main rigging and topmast ditto; got all the sails up to dry; caulkers caulking poop.
		5	1						9 0 Down jib; up spanker.
		6	1						Noon. Squadron in company.
		7	1		Hd to Westd				
1	b	8	1						
		9				Eastly			
		10							
		11							
o	b	12				Calm			
Course.	Distance.	Latitude D. R.	Lat. O.	Long. D. R.	Longitude Chro.	Long. Lunar.	BEARINGS AND DISTANCE.		
o	b	1			Head N W				P. M.
		2	1			Vble			Opened beef, 125, 38, 8-lb. pieces; employed setting up rigging; getting up small sails to dry.
		3	1		W N W	S E			4 0 Squadron in company.
2	b	4	2						4 30 Shifted main course.
		5	2		N W				5 0 Trimmed.
2	c	6	3						5 15 Set top-gallant sails.
		7	2	4					5 30 Set mainsail.
4	o	8	4						6 0 Squadron in company.
		9	7			N E			6 20 Up mainsail and squared yards.
10	c	10	8	2					7 30 Set mainsail and spanker.
		11	7	4					8 30 In top-gallant sails.
4	b	12	7	4					11 15 Up mainsail.
									Midnight.

COPY LOG of the Proceedings of Her Majesty's Ship "Powerful" —continued.

December 5th, 1840.

Force of Wind.	State of Weather.	H.	K.	F.	Courses.	Winds.	Lee Way.	Signals.	REMARKS, &c.
4	b	1	7		NW	ENE			A. M.
		2	8						4 2 Ships in sight.
		3	8	4					6 0 Out all reefs of topsails; set mainsail and top-gallant sails; crossed royal yards; set royals and flying jib.
		4	8						Daylight. Observed land to the N E.
		5	7						7 0 Aired bedding.
		6	6			Vble			8 0 Squadron in company. Extremes of Cyprus; E by N $\frac{1}{2}$ N and N E $\frac{1}{2}$ N.
		7	5						9 0 Wind.
2	c	8	4						9 45 Up mainsail; set head top-gallant studding sails.
		9	2	6					11 30 Punished D. Ahern with 48 lashes, for theft.
		10	3						Noon. Squadron in company.
		11	2	4					
2	b	12	2	4					
Cours.	Distance.	Latitude D. R.	Lat. O.	Lon. D. R.	Lon. Chro.	Lon. Lunar.	BEARINGS AND DISTANCE.		
							Night. Port of Cyprus N E nine leagues.		
1	b	1	1	NW	ESE	ESE			P. M.
		2	2	NW by N					12 30 Altered course to N W by N. Employed fitting spare f. course, and, as requisite, about the rigging; caulkers caulking poop.
		3	1	4	Vble	Vble			3 15 In studding sails and spanker; squared yards; down head sails.
		4	1	4					4 0 Squadron in company; one strange sail in sight to the eastward.
		5	1						5 0 Up foresail; hauled to the wind, and hove to.
2	b	6			Hove to Hd NE	ESE			5 30 Mustered at quarters; in first and second reefs of topsails.
		7	1						6 0 Squadron in company.
1	b	8	1	4					6 15 Set jib, foresail and lee clue of mainsail.
		9	2		NW by N	Vble			7 0 Set royals; trimmed up mainsail.
		10	2						7 45 In royals; up foresail; down jib, and hove to.
		11	1			ESE			7 50 Set jib.
		12	1	4					8 0 Squadron in company; trimmed; made and shortened sail, as requisite.
1	b	13	1	4					10 45 Set foresail.

COPY LOG of the Proceedings of Her Majesty's Ship "Powerful"—*continued*.

December 6th, 1840

Force of Wind.	State of Weather.	H.	K.	F.	Courses.	Winds.	Lee Way.	Signals.	REMARKS, &c.
1	b	1	1	4	NW by W $\frac{1}{2}$ W	Northly			A. M.
		2	3						1 0 A breeze from the northward.
		3	3						3 0 Up mainsail. Squadron in company.
1	c	4	2	4	NW				5 30 Set mainsail.
		5	2	4	NW by N	Vble			6 0 Out reefs; set royals and fore-jib.
1	b	6	1	4		NE			8 0 Squadron in company.
		7	2						9 0 Trimmed.
		8	1	6		ENE			9 30 Trimmed; set lee clue of mainsail; mustered by divisions; read the Articles of War, and mustered, per open list.
		9	2			SEd			11 0 Trimmed; set mainsail.
		10	2						Noon. Squadron in company.
		11	2	4		SWd			
2	o	12	2	4					
Course.	Distance.	Latitude D. R.	Lat. O.	Lon. D. R.	Lon. Chro.	Lon. Lunar.	BEARINGS AND DISTANCE.		
2	c	1	2	4	NW by N	WSW			P. M.
		2	1	2					Opened beef, Nos. 85,158, thirty-eight 8-lb. pieces.
1	c	3			Hove to, head to the Westd.				1 0 Altered course to NW.
		4				Calm			2 0 In royals; flying jib; up mainsail, and hove to.
		5	1	4					4 0 Squadron in company.
		6	1	4					4 45 Mustered at quarters; in second reefs.
		7	1	4	NW				6 0 Squadron in company.
		8	2						7 0 Trimmed; set lee-clue of mainsail.
		9	1		Calm	Vble			7 4 Up courses.
		10	1	4					8 0 Squadron in company.
		11	2		SE				10 30 Trimmed.
1	cq	12	3						Midnight. Trimmed, as requisite. Squadron in company.

COPY LOG of the Proceedings of Her Majesty's Ship "RODNEY," *Robert Mansell*, C. B., Captain, between
1st December and 6th December 1840.

Tuesday, December 1st, 1840.

H.	K.	F.	Courses.	Winds.	Force of Winds	State of Weather.	Signals.	REMARKS, &c.									
1	1	4	NNE ½ E	NW by N	6	b c	9 „ Rodney to Powerful Int. 645	A. M. 1 50 Latitude by Orionis, 35 20 N. 8 0 Powerful NE by N. 2 50 Set fore and mizen topsails. 3 30 Up mainsail. 4 0 Three of the squadron in company ; Com- modore, NE ½ N ½ mile.									
2	1	6	NE ½ N				NW	2	c	10 „ Powerful Gen. STM min OLQ BQN 20	Daylight out-reefs of courses, and three reefs of top- sails ; fidded top-gallant masts, and crossed top- gallant yards ; trimmed, made and shortened sail as necessary ; Powerful N by E ½ mile ; Revenge, Vanguard, Cambridge and Ganges in sight.						
3	2											NW	1	o	1 23 Powerful Gen. g g num.	8 40 Carried away weather main topsail sheet ; spliced ditto. 9 30 Exercised at general quarters. 10 30 Up mainsail ; tacked. 11 45 Up foresail ; set fore topmast staysail. 11 55 Set foresail ; Powerful S S W 1 mile ; water remaining, 334.	
4	1	4															Vble
5	2			3	c m												
6	1	4					4	c m									
7	1	4															
8	1		NNE														
9	1		N by E														
10	1		NSW														
11	1																
12	2		South														

COPY LOG of the Proceedings of Her Majesty's Ship "Rodney"—*continued*.

Wednesday, December 2d, 1840.

H.	K.	F.	Courses.	Winds.	Force of Winds.	State of Weather.	Signals.	REMARKS, &c.
1	3		S $\frac{1}{2}$ W	West				A. M.
2	3	4						Set main trysail; in ditto; up foresail in a heavy squall, with lightning and hail from the N Westward; set fore staysail.
3	3	2	SW by W					2 0 Commodore South; down fore staysail; set ditto.
4	2							6 25 Down ditto.
5	1	4	SW by W	NW by W	8	q g b		7 15 Set ditto; in main trysail; in main topsail, and furled; set main trysail.
6	1	4	SW					7 40 Set main trysail.
7	1	4						8 0 Commodore N E $\frac{1}{2}$ E.
8			Up N by E					8 45 Ship gave a heavy lee lurch, threw up 2d cutter in the mizen rigging, and falling again with violence, carried away after-davit, and hung a wreck by the fore; being unable to save her, cut her adrift.
9								10 0 Gale increasing; got up fore and main runners and extra lashings to booms and boats; double-breeched lower-deck guns; hands variously employed securing every thing; carried away main topmast stay.
10								Noon. Commodore N N E 2 or 3 miles; Revenge S by W 2 miles; water remaining, 330 tons.
11			Off N E by N					
12								

Course.	Distance.	Latitude.		Longitude.		BEARINGS AND DISTANCE.
		D. R.	Observation.	D. R.	Chronometer.	
S 44 E	67.	32° 50'	32° 57'	31° 52'	32° 7'	Cape Gavata N 24 E, 110 miles.

1			Up North	WNW	11	c v		P. M.
2			Off N E					Employed getting up preventer shrouds to lower rigging.
3							Leeway 5 $\frac{1}{2}$	3 0 Split main staysail, down ditto, and bent a new one.
4					11			4 0 Commodore N E by E, a heavy sea running.
5	2		N N E $\frac{1}{2}$ E	WNW	11	B c		6 0 Employed as above.
6	2				11	b c		7 40 Set fore staysail.
7	1		N N E				Leeway 5	8 0 Down ditto.
8	1				11	Q g		Revenge S S W.
9	1	4	Up North				Leeway 4	Lash overboard with the 2d cutter-sails (boats), 2 in number; slings, chain, 2 pair blocks, 5 inch, 4 number; boats mast, 2 in number; boats yards, 2 number; 1 buntline; boats oars, 18 in number; boat-hooks, 2 in number; plancheon awning, 2 in number.
10	1	4	Off N E by N	NW	11	Q G		Midnight. Revenge S E, the only ship in sight.
11	1	4						
12	1	4						

COPY LOG of the Proceedings of Her Majesty's Ship "Rodney"—continued.

Thursday, December 3d, 1840.

H.	K.	F.	Courses.	Winds.	Force of Winds.	State of Weather.	Signals.	REMARKS, &c.
1	1		NE $\frac{1}{2}$ E	NW by W	8	b c	9 45 Powerful Gen. close.	A. M. 4 0 Revenge E S E, the only ship in sight.
2	1							
3	1				7	b c q		Daylight. More moderate; set close-reefed courses, and furl'd mizen topsails; all the squadron in sight.
4	1							
5	1		Up NE by E					7 0 Out-reefs of courses, 4th and 3d reefs of topsails; set jib and reefed spanker, unbent main topsail, and bent a new one; people employed as requisite.
6	1		Of NE					
7	2		NE $\frac{1}{2}$ E					Found missing from the guns: tompeons, 32 prs., 6 in number; ditto, 68 prs., 2 in number.
8	2	4						
9	2	4	NE					Noon. Powerful NE 5 or 6 miles; water remaining, 326 tons.
10	2	4	NE $\frac{1}{2}$ N					
11	3	4	NE $\frac{1}{2}$ N	NW by W	5	b c		
12	5							

Course.	Distance.	Latitude.		Longitude.		BEARINGS AND DISTANCE.
		D. R.	Observation.	D. R.	Chronometer.	
N 64 E	54.	33° 14'	33° 23'	33° 6'	33° 10'	Cave Gavota N 84 E, 84 miles.

1	4		NE by N	NW by W	4	b c	1 20 Powerful to Rodney QSD MTR TNK Geo. ANK	P. M. In main trysail; out-reef of driver.
2	4	4						2 10 Wore.
3	4		SSW					3 15 Wore.
4	2	4	NE by N				1 35 Powerful to Rodney KS DBF HYB DEN IM YPD YSK FSP TNO RCO	4 0 Commodore S W by S.
5	1	4	N by E					4 50 Mustered at quarters.
6	1	4						Sunset. Parted company with the squadron.
7	1	6	NE by N	Vble				10 0 Up mainsail.
8	1	4	NNE		3	b c		Midnight.
9	1	4	NE by N	NW by N				
10	1				2	b c	2 " Powerful to Rodney TQH YPC CH CET Gen. CFE	
11								
12	1							

Signals—continued.	
DPT	V 10
LMA	QAE
JMS	KQE
TOD	2 20
2 "	Powerful to Rodney
TQH	RHM
YPC	YTK
CH	M 1 V
CET	
Gel.	

COPY LOG of the Proceedings of Her Majesty's Ship "Rodney"—continued.

Friday, December 4th, 1840.

H.	K.	F.	Courses.	Winds.	Force of Winds	State of Weather.	Leeway.	REMARKS, &c.
1	1		Head round the compass E S E Head to the N Eastward	Calm	2	b c	10 45 Powerful to Rodney Y T L M A V R H M	A. M. Latitude by Polaris, 85 30 North.
2	1							
3	1							6 30 Up trysail, and down jib; observed the squadron bearing N N E; squared the yards; lowered the topsails to set up the rigging; employed staying the masts, setting up lower and topmast rigging and bobstays; sail-makers repairing main staysail.
4					0	b c	10 55 Rodney to Powerful S G E Y K C	10 30 Lowered a boat.
5	1							
6								
7			Head to the Eastward		4	p. m.	B T L Q S F	Noon. Commodore S by W; remainder of the squadron in sight; water remaining, 322 tons.
8								
9								
10					0			
11								
12					0			

Course.	Distance.	Latitude.		Longitude.		BEARINGS AND DISTANCE.
		D. R.	Observation.	D. R.	Chronometer.	
N. 44 E	27.	33° 31'	33° 34'	33° 34'	33° 27'	Gavata N 22 W, 64 miles.

1			Calm head round the compass.	E N E		b c	4 7 Rodney to Powerful Y R S	P. M. Employed setting up lower and topmast rigging.
2								2 0 Up top-gallant masts and yards.
3								3 0 Set single-reefed topsails and foresail; set top-gallant sails.
4	2		S W by S	E by S	3	b c	4 15 Powerful Gen. close.	4 0 Powerful S W 2 miles.
5	2		W by S					4 30 Set larboard fore topmast, and top-gallant studding-sails; up royal yards, and set the sails; in 2d reef topsails; down royal yards.
6	2		W N W		3	b c		6 0 Rejoined the squadron; Powerful N W by N.
7	2	4	N W by W					6 45 Set jib and top-gallant studding-sails.
8	2	4	N W					7 20 Trimmed; set weather clue of mainsail.
9	4		N W ½ W		4	b c		8 0 Powerful N W.
10	8	4	N W ½ W					8 45 In top-gallant studding-sails, trimmed.
11	7	4	N W					9 45 Reefed spanker, and set it; set fore topmast staysail; set larboard top-gallant studding-sails.
12	7	4						11 35 Out 2d reef of the topsails; set fore topmast studding-sail.
								Midnight. Commodore N W 4 or 5 miles.

COPY LOG of the Proceedings of Her Majesty's Ship "Rodney"—continued.

Saturday, December 5th, 1840.

H.	K.	F.	Courses.	Winds.	Force of Winds.	State of Weather.	Signals.	REMARKS, &c.
1	7	4	NW		4	b c		A. M. 2 0 In studding-sails; Powerful NW $\frac{1}{2}$ W. 3 15 Latitude by Ursa Minor 33. 38. N. 4 0 Commodore NW; washed clothes; set fore-topmast studding-sail. 6 0 In ditto fore topmast staysail and mainsail; one strange sail in sight.
2	9							
3	9	4	NW $\frac{1}{2}$ W					
4	8	4	NW $\frac{1}{2}$ N	NE by N	4	b c		Daylight. Observed the land NE; out reefs of top-sails and driver; set mainsail, top-gallant and fore-topmast studding-sails; set flying-jib, crossed royal-yards, and set the sails.
5	7	6						
6	7	4			4	b c		8 0 Powerful NW by W; extremes of land ENE and NE by E.
7	6			NE				9 0 Set lower studding-sails.
8	3	6						10 40 In all studding-sails; made and shortened sail as necessary.
9	2	4			3	b c		11 0 Mustered at quarters.
10	2							12 0 Powerful NW; Cambridge SE; extremes of Cyprus E by N $\frac{1}{2}$ N and NE by E $\frac{3}{4}$ E; aired bedding.
11	2							Noon. Water remaining, 319 tons.
12	2			ESE	3	b c		

Course.	Distance.	Latitude.		Longitude.		BEARINGS AND DISTANCE.
		D. R.	Observation.	D. R.	Chronometer.	
N 62 W	92.	34° 17'	34° 22'	31° 59'	31° 27'	Cape Marmorice N 29 W, 213 miles.

1	2	4	N by W $\frac{1}{2}$ W				12 50 Powerful Gen. 336	P. M. 2 0 In royals; up foresail.
2								3 45 Set royals and foresail.
3			Head NNE	Calm	0	b c		4 0 Powerful NW by N.
4							1 " Rodney to Powerful Lat. 31 30	4 30 Mustered at quarters. In 2d reef of the topsails.
5		4						5 45 Trimmed.
6		4		Vble	1	b c	Powerful Gen. Lat. 31 31	6 0 Powerful ESE; Cambridge SSE.
7	1							8 0 Powerful ESE.
8	1		NNW		2	b c	4 4 5 Powerful Gen.	10 0 Powerful SE; Cambridge SSE.
9	2			SE by E	2	b c	disregard motion.	11 40 Latitude by a 31. 40. N.
10	2	6	NNW $\frac{1}{2}$ W					Midnight. Powerful SE; Cambridge SE by S.
11	2			NE	2	b c	5 " Powerful Gen. num. 299.	
12	1	2						

H.
1
2
3
4
5
6
7
8
9
10
11
12

Co

N s
1
2
3
4
5
6
7
8
9
10
11
12

COPY Log of the Proceedings of Her Majesty's Ship "GANGES," *Barrington Reynolds*, C.B., Captain,
between 1st December and 6th December 1840.

Tuesday, December 1st, 1840.

H.	K.	F.	Course.	Wind.	Force.	Weather.	Signals.	REMARKS, &c.			
1	4	4	NNE $\frac{1}{2}$ E	N Westly	7	b c m		A. M. 1 30 Set mainsail; down main-staysail.			
2	4							Daylight. Squadron to windward.			
3	3							6 30 Fiddled top-gallant masts; out 3d reef; set jib and driver.			
4	2	6			4	b c q		7 0 Crossed top-gallant yards.			
5	1	6	NNE	WNW		b v		7 30 Set top-gallant sails.			
6	1	4				o v		8 0 Squadron W by N 3 or 4 leagues.			
7	1							8 30 Braced up on larboard tack; opened pork, Nos. 330 and 314, 80 ps.			
8			Hd Nd	SSW	2	b v		11 30 In top-gallant sails, and up mainsail.			
9	1	6	NW					11 40 Set ditto.			
10	2	4	WNW			o v mg		12 0 Squadron SW 5 miles.			
11	2	4	NW		2			Variation, 11° West.			
12	2		NNW		2	o r m					
Course.			Latitude.		Longitude.		Bar. 30° 2'.	Therm. 61°.	Water. Remg. 262½ Tons. Dif. 91 "		
N 28 E		D. R.	☉	D. R.	T. K.	Bearing and Distance.					
Distance.											
48'.			33° 35'.	Obscured.	31° 6'.	31° 4'.	Alexandria S 22. 22 W, 156 miles.				
1	4		W by N	Southly	6	o q p		P. M. 1 0 In top-gallant sails; tacked; down jib.			
2	5		SE by S	S Westly				In 2d reefs; set top-gallant staysail.			
3	6	4						3 45 Tacked.			
4	5		W by N	SSW	6	o q m		4 0 Powerful SW by W 3' or 4'.			
	1							4 34 Up mainsail, and tacked; in 3d reefs; set main-trysail.			
5	2	4	SE by S $\frac{1}{2}$ S					5 10 Close-reefed the topsails; reefed the courses; sent top-gallant yard and masts on deck; furled fore and mizen-topsails.			
	1	4									
6	4			SW by W	7	o p w l		6 0 Squadron South 2 or 3 miles.			
7	2		S by E		9	o p q l		7 0 Set fore topmast staysail.			
8	1	4	South	Westly	7	q l r		8 0 Commodore N by W.			
9	2	6	S by W					9 0 Set main-staysail.			
10	2	6						10 0 Set fore-staysail and mizen-topsail.			
11	3		S by W $\frac{1}{2}$ W								
12	3	4	S by W		8	b r q					

COPY LOG of the Proceedings of Her Majesty's Ship "Ganges"—*continued*.

Wednesday, December 2d, 1840.

H.	K.	P.	Course.	Wind.	Force.	Weather.	Signals.	REMARKS, &c.			
1	2	4	S by W	Westly	10	l q r		A. M.			
2	1		S S W					1 0 Carried away tack lashing of main staysail; down ditto, and fore topmast staysail.			
3			up to S W					Opened beef, Nos. 49, 26 and 384, 38 ps. each.			
4			off S W	N Westly	10	l q r		Rum, No. 30, 54 galls.			
5			up S W by W					7 30 Furled main topsail.			
6					10	c m q l p		8 0 Squadron in sight.			
7								9 45 Wore; down fore staysail.			
8			off S S W		11	c m q p		11 0 In main trysail, and off bonnet; set main staysail.			
9			up S W by W	N W				Noon. Set main trysail with the bonnet off.			
10			off S W by S		11	q p m		Two of the squadron in company.			
11			up N by E								
12			off N E		11	c q r p m					
Course.			Latitude.		Longitude.		Bar. 29. 82.	Therm. 60.	Water. Def. 265½ Tons. Remg. 87½ "		
S 29 E		D. R.	⊙	D. R.	T. K.	Bearing and Distance.					
Distance.											
45'.			32° 56'.	32° 48'.	31° 42'.	31° 44'.	Alexandria S 44 W 134 miles.				
1			up S by E	W N W	10	q p		P. M.			
2								Got fore and main runners on the masts.			
3			off S E by N					4 0 Squadron in company.			
4				N Westly	10	q p		5 0 Four ships in sight, N N E, N E, E N E and S W.			
5			ditto					Mustered at quarters; carried away fore topmast stay; got the end of a hawser up.			
6					9	c m q		6 0 Nearest ship N N E 2 or 3 miles.			
7								8 0 Nearest ship N by W 2 or 3 miles.			
8			ditto		11			Midnight. Rodney N E by W.			
9					10	c m q					
10				W N W							
11											
12			ditto		10	c b q m					

COPY LOG of the Proceedings of Her Majesty's Ship "Ganges"—continued.

Thursday, December 3d, 1840.

H.	K.	F.	Course.	Wind.	Force.	Weather.	Signals.	REMARKS, &c.			
1			up N by E	NNW	8	b c q		A. M. Opened pork, No. 72, 80 ps.; peas, No. 217, 5 bush.			
2								Daylight. 5 ships in sight.			
3			off NE by N					7 0 Set fore and mizen-topsails, foresail, fore- topmast staysail, and driver.			
4					8	c b q m		8 0 Revenge NE 2 or 3 miles.			
5			up NNE		7			8 30 Set mainsail; out 4th reef of topsails and reef of courses; set reefed driver.			
6			off NE by E					10 0 Mustered by divisions.			
7								11 0 Out 3d reefs topsails.			
8	3		NE by N		6	c q m		12 0 Powerful NE 5 or 6 miles.			
9	2		NE $\frac{1}{2}$ N		4	b v		Squadron in company.			
10	3	2									
11	4										
12	4	2	NE by N		4	b v					
Course.			Latitude.		Longitude.		Bar. 30. 12.	Therm. 61 $\frac{1}{2}$.	Water. Def. 276 Tons. Remg. 84 $\frac{1}{2}$ "		
N 58 E		D. R.	⊙	D. R.	T. K.	Bearings and Distance.					
Distance.											
49'.			33° 14'.	33° 23'.	32° 34'.	32° 44'.	C. Della Gatta, Cyprus, N 12° 6' E, 71 $\frac{1}{2}$ miles.				
1	6		NNE	NW	4	b c v		P. M.			
2	3	4						1 45 Tacked; up courses; in jib and driver.			
3	3		SW by W					3 0 Hove to; shifted mainsail.			
4	1		hove to SW		3	b c v		4 0 Commodore SW by W 3 miles.			
5	3	4	SW $\frac{1}{2}$ W					5 0 Set mainsail.			
6	3	4			2			8 0 Powerful NNE $\frac{1}{2}$ 3 or 4 miles.			
7	1		WSW NE	NW by N				12 0 Commodore NNE 5 or 6 miles.			
8	2				2	b c v					
9	1	6	NE by N								
10	1	4			2						
11	1	4									
12	1	4			2	b c v					

COPY LOG of the Proceedings of Her Majesty's Ship "Ganges"—continued.

Friday, December 4th, 1840.

H.	K.	F.	Course.	Wind.	Force.	Weather.	Signals.	REMARKS, &c.		
1	1		NE	NNW	1	b c v		A. M. Washed clothes.		
2	1	4	NE $\frac{1}{2}$ E					6 30 Fiddled top-gallant masts; crossed top-gallant yards; out 2d reefs; set ib top-gallant sails and flying-jib.		
3	1	4								
4	1	4			1			8 0 Commodore W by N 3 miles.		
5	1		NE							
6	1		East	NW				8 30 Scrubbed hammock; discovered the shot-lockers amidships started from their fastenings; employed clearing them, and scraping quarter-deck guns.		
7	1									
8	2		SE by E		1	b c v		Variation 11° West.		
9	1		SE	NNW				Noon. Commodore NW 3 or 4 miles.		
10			NNW					Squadron in company.		
11			Hd to West	calm	1	o b c m				
12										
Course.			Latitude.		Longitude.		Bar. 30° 21'.	Therm. 62.		
N 31 E.			D. R.	☉	D. R.	T. K.	Bearings and Distance.		Water.	Def. 77 $\frac{1}{2}$ Tons. Remg. 279 $\frac{1}{2}$ „
Distance.										
15'.			33° 36'.	33° 18'.	32° 53'.	33° 3' 30'.	C. Della Gatta N 1 E, 75 miles.			
1	1		NW by N	ENE	2	b c	P. M. Loosed small sails to dry.			
2	1						Washed decks.			
3	2		NNW				3 0 Unbent fore and main-staysail.			
4	1	4	N by W	N Eastly	2	o	4 0 Powerful N by E $\frac{1}{2}$ E 2 or 3 miles.			
5	2	4	N by E				5 0 Mustered by divisions.			
6	2		NNW				5 20 In 2d reefs; up mainsail.			
7	2	4	NW $\frac{1}{2}$ W		4	b c v	6 0 Powerful North 1 $\frac{1}{2}$ miles.			
8	4	4	NW	Eastly			6 30 Up foresail, and trimmed.			
9	6						7 40 Down jib; in driver.			
10	7	4					8 0 Commodore NNW $\frac{1}{2}$ W.			
11	7						8 30 Set courses.			
12	6	4		N Eastly			11 30 Trimmed; set jib and spanker.			
								Midnight. Powerful NW by N 3'.		

COPY LOG of the Proceedings of Her Majesty's Ship "Ganges"—*continued.*

Saturday, December, 5th 1840.

H.	K.	F.	Course.	Wind.	Force.	Weather.	Signals.	REMARKS, &c.				
1	6	4	NW	N Eastly	3	b c m		A. M. 1 0 Trimmed. 4 0 Powerful N W. Daylight. Made all plain sail. 7 0 Extremes of the Island of Cyprus, N E by N, and E N E. Powerful N N W $\frac{1}{2}$ W 3 or 4 miles. Employed as requisite. 11 0 Trimmed and squared yards.				
2	9								11 30 Punished William Gravener (M) with 24 lashes, for skulking and insolence; Henry Martin (S), with 24 lashes, for skulking and disobedience; also P. Holland (S), with 36 lashes, for drunkenness and mutinous conduct.			
3	9					5	b c m					
4	9					5	b c m					
5	8	4										
6	8											
7	6	6										
8	6	6				Eastly	4	b c m				
9	4	4										
10	4	2										
11	4		S. Eastly					12 0 Extremes of Cyprus N E $\frac{3}{4}$ E to E by N.				
12	3											
Course.			Latitude.		Longitude.		Bar. 30° 2'.	Therm. 63.	Water. Def. 282 $\frac{1}{2}$ Tons. Rem. 74 $\frac{1}{2}$ „			
N 54 W			D. R.	☉	D. R.	T. K.	Bearing and Distance.					
Distance.												
119'			34° 27'.	34° 20' 20"	30° 7'	31° 16'	Marmorice Harbour, N 45 W, 208 miles.					
1	1	2	NW	SE	1	b v	P. M. Employed scrubbing masts and paint-work.					
2	1				NW by N				4 0 Powerful N $\frac{1}{2}$ W 2 miles.			
3	1							5 0 Mustered at quarters.				
4	1				1	b v	5 20 Commodore Napier came on board; in 2d reefs and royals.					
5	1	6					5 30 Trimmed.					
6		6	NNE	ESE	2	b v	6 0 Powerful N by E $\frac{1}{2}$ E $\frac{3}{4}$ mile.					
7	3								Trimmed occasionally.			
8	2	2	NW by N	Eastly	2	b m	Midnight. Powerful N by W 1 mile.					
9	1	6										
10	2		NNW									
11	1											
12	1	4	NW	N Eastly	2	b v						

CAMBRIDGE AND REVENGE, FROM

COPY LOG of the Proceedings of 1

Sunday, 1

H.	K.	F.	Course.	Wind.	Force.	Weather.
1	1		N W	N Eastly	2	60
2	2		W N W			
3	2		W by N			
4	1	4		Northly	2	g c m
5	1	4	W N W			
6	1	2				
7	1					
8	1	2	N W	E N E	1	b m
9	1					
10	1	4		South		
11	2	4		S W		
12	3		N W by N	W S W	2	b v

Course.			Latitude.		Longitude.	
N 52 W			D. R.	☉	D. R.	
Distance.						
38½'			34° 49'.	34° 52'.	30° 47'.	
1	3		N W by N	S Westly	2	b c v
2	2	2				
3	1	6				
4	1	6		S W W	2	b c
5	1	4	N W			
6	1	4		Westly	1	b c
7		4				
8		4		Vble	1	q p d
9	1					
10	1					
11	1					
12	1	2		S Westly	1	o m

COPY LOG of the Proceedings of Her Majesty's Ship "VANGUARD," Sir David Dunn, Knt., K. C. H., from
1st December to 6th December 1840.

Tuesday, December 1st, 1840.

H.	K.	F.	Courses.	Winds.	Signals.	State.		REMARKS, &c.
						No.	Wr.	
1	2	2	N N E by E	N W		7	b c m	A. M. 1 30 Set foresail; Revenge a-head; up topsail. 3 0 Set foresail.
2	2	4						4 0 Commodore North $1\frac{1}{2}$ mile; Revenge N N E $\frac{1}{2}$ E $1\frac{1}{2}$ mile.
3	2	4				4	b c v	6 0 Downmain staysail; up main trysail; set jib. 7 0 Up top-gallant masts; crossed top-gallant yards; out reefs of courses, and three-reefs of top- sails.
4	2	6						8 0 Lowered topsails; down jib; up foresail. Commodore N and E; Revenge N E by E.
5	2		N N E			3	b c v	9 0 Hoisted topsails, set jib; foresail and driver. 9 30 Lowered main topsail; to repair in main try- sail; hoisted main topsail; set fore and main top- gallant sails; made and shortened sail as requisite to clear Cambridge.
6	1	4				0	b c	11 0 Wore off.
7		4	N by E	Calm	951 Genl S F M			Noon. Powerful W S W $1\frac{1}{2}$ mile; Revenge West $\frac{1}{2}$ mile.
8				Westly	Num. 10 C & 2 R Q N C O			Water remaining, 173 tons.
9	1		North					
10	1	2	N N W					
11					10 6 to Power- ful V R S			
12			Southward	S W				

Course.	Dis.	Latitude.		Longitude.		BEARINGS AND DISTANCE.
		D. R.	Observations.	D. R.	Chrs.	
N 48° E	50.	33. 31 $\frac{1}{2}$		31° 29' S.		Alexandria S. 31 W 146 Miles.

1	3	4	S S E by E	S W by W		6	b q p	P. M. 1 10 In second and third reefs of the topsails, per signal.
2	3	4				5	b c m	3 20 Set foresail to close.
3	3					5	b c o	3 40 Up foresail, down; in staysail, main topsail, and mizen ditto.
4	4	2				6	o q	Some new main staysail lollards, old ones having been carried away twice.
5	2	4	S by E			6	o c q	4 0 Rodney S E by S $\frac{1}{2}$ mile; Powerful S by E.
6	1	4	S S E					4 45 Close reefed the topsails, reefed the courses, furled fore and mizen topsails and mainsail; sent top yards and masts on deck in fore jib-boom; set main and mizen trysail, and fore and main staysails.
7	1	4	S by E	West				6 0 Commodore W S W; Revenge W by S $\frac{1}{2}$ mile; made and shortened sail as required.
8	2	4				8	o q v	8 0 Revenge South $\frac{1}{2}$ mile; Powerful S W by W 2 miles.
9	3	4	S S W					8 50 Set foresail.
10	3	4				6	b c	Midnight. Commodore S by W 1 mile; Revenge S S W $\frac{1}{2}$ mile.
11	3	4				5	b c	
12	3	4						

COPY LOG of the Proceedings of Her Majesty's Ship "Vanguard"—*continued*.

Wednesday, December 2d, 1840.

H.	K.	F.	Course.	Winds.	Signals.	State.		REMARKS, &c.
						No.	Wr.	
1	2	6	SSW	Westerly		10	b c y	A. M. 12 25 Up foresail; set fore staysail.
2	2							2 10 Furled foresail; carried away strap of main trysail block.
3	1	4				9		3 25 In hauling down main staysail, carried away down-haul, set it again; took in the trysail and fore staysail.
4	1	4	SW			9		4 0 Commodore SSW 1 mile; Rodney SW $\frac{1}{2}$ mile.
5	1					9	b c q	6 15 Carried away weather main topsail sheet, and split the sail; all canvas lost from fourth reef; set main trysail.
6		6	SSW	NW		9		7 50 Wore ship.
7		6				10	b c q	8 0 Powerful NNW 2 miles; Revenge NE by E 2 miles.
8		4				9	b c q	8 15 Split main staysail, unbent it, and bent another.
9		6	NNE					9 0 Set fore staysail and mizen trysail.
10		6						10 0 Split main staysail stay-block in setting the sail.
11		6						Noon. Revenge SE by E; Commodore North.
12		6		WSW				Water remaining, 170 tons.
			Latitude.		Longitude.		BEARINGS AND DISTANCE.	
Course.		Dist.	D. R.	Observations.	D. R.	Chro.		
				32° 40' 00"		31° 55' 45". E.		
1	1		N by E $\frac{1}{2}$ E	WNW		10	50	P. M. 2 0 Set main staysail; down fore staysail.
2	1							4 0 Commodore N by E 4 miles.
3	1							5 0 Mustered at quarters. Powerful N by E 3 miles.
4	1							5 50 Revenge ESE 2 miles; Rodney West 2 miles.
5	1		NNE	NW				Set fore staysail.
6	1	4				9	b v m	Leeway five points.
7		6				9	v q	
8		6					b c q	8 0 No ships in sight; leeway ENE.
9		4	N by E $\frac{1}{2}$ E	WNW				11 30 Took in main staysail.
10		6						Commodore N by E $\frac{1}{2}$ E 1 mile.
11		6						
12		6						

COPY LOG of the Proceedings of Her Majesty's Ship "Vanguard"—continued.

Thursday, December 3d, 1840.

H.	K.	F.	Courses.	Winds.	Signals.	State.		REMARKS, &c.
						No.	Wr.	
1		6	NE by N	NW				A. M. 3 0 Set main staysail.
2		6						Powerful $1\frac{1}{2}$ mile.
3		6				8	p c q	Found the main truss pendant carried away.
4		6				8	b c m	6 40 Set mizen-topsail and foresail.
5		6				7	b c	7 55 Sent remnants of main topsail on deck.
6		6				7	b c	8 0 Commodore NW 2 miles, and 3 line-of-battle ships astern; found the soldering of Massey's pumps broke, caused by the working of the ship.
8	2	2			q v o	6	b c m	8 10 Set mainsail, and close-reefed fore-topsail.
					genl. close			8 30 Bent new main trysail.
9	1	6				4	b c v	10 0 Set ditto close reefed in main-trysail and main staysail.
10	1	6						11 20 Out reefs of courses and 4th reef of main topsail; set jib; down top staysail.
11	2	4						Noon. Commodore N by E 2 or 3 miles. Water rem. 167 tons.
12	3							
Course.		Dis.	Latitude.		Longitude.			BEARINGS AND DISTANCE.
			D. R.	Observations.	D. R.	Chronometer.		
			33° 32' N.			33° 8' 45" E.		Cape Gatte, Cyprus, N. 68 miles.
1	2		NE by N	NWS		3	b c v	P. M. 1 0 Wore; made and shortened sail as requisite.
2	2		SW by W					2 0 Out 3d and 4th reefs of topsails; squared mainyard; found the teller ropes stranded; wove new ones.
3								3 0 Filled; set courses and jib.
4	1	4	WSW			4	b c v	4 0 Powerful W by S 2 miles.
5	3	2	WSW			3	b c m	Revenge SW by W $\frac{3}{4}$ mile.
6	2					2	b c	Set spanker and foretop staysail.
7	1	4	NNE			2	b c	5 40 Bent and set a new main trysail.
8	1					8	b c	5 50 Down foretop staysail; up trysail, and tacked.
9								6 0 Powerful N by E $\frac{1}{2}$ E $1\frac{1}{2}$ mile.
10		6	NE by N					8 0 Up courses.
11		6						Commodore NNE $\frac{1}{2}$ E 1 mile.
12		4	NE	N Westly		1	b c	Revenge NE by N. 9 0 Set courses and jib.
								Midnight. Powerful NNE. DANGER NE 3 miles

COPY LOG of the Proceedings of Her Majesty's Ship "Vanguard"—continued.

Friday, December 4th, 1840.

H.	K.	F.	Courses.	Winds.	Signals.	State.		REMARKS, &c.
						No.	Wr.	
1	1	4	N E $\frac{1}{2}$ E	N Westly		1	b c	A. M. Shortened sail to topsails, to preserve our station.
2	1	6	N E by E			2	b c	4 0 Revenge E by N 4 cables.
3	1	2				1	b c	Commodore N $\frac{1}{2}$ E $1\frac{1}{2}$ mile.
4	1							6 0 Set courses; 6 15 up top-gallant masts; crossed top-gallant yards; out 2d reef of top- sails; made and shortened sail as requisite.
5			N E by N	Calm				8 0 Commodore N E $\frac{1}{2}$ N 2 miles.
6	1							8 40 Bent new fore and mizen topsails; loosed small sails to dry.
7			W S W	- - -	$\left\{ \begin{array}{l} 8 \ 35 \\ \text{Pow-} \\ \text{erful} \\ 5 \ 7 \ 5 \end{array} \right.$			Sailmakers fitting mats to fore and main topsails.
8	}	{	Head to the Northward and Westward.	$\left\{ \begin{array}{l} \text{Vble} \\ \text{N Eastly} \end{array} \right.$	$\left\{ \begin{array}{l} 11 \ 15 \\ \text{to} \\ \text{Pow-} \\ \text{erful} \\ 5 \ 7 \ 6 \end{array} \right.$	1	b c	Armourers repairing Massey's pumps.
9								People employed mending the service of the rigging, and setting up top-gallant rigging.
10	}	{	From E to N W	Calm		0	b c	Noon. Powerful N E by N 2 miles.
11								Revenge W N W $1\frac{1}{2}$ mile. Water rem. 164 tons.
12	}	{						
Courses.		Dis.	Latitude.		Longitude.		BEARINGS AND DISTANCE.	
			D. R.	Observations.	D. R.	Chronometer.		
			33° 21' N			33° 16' 15" E	Cape Gatte, Cyprus, North 9 W, 73 miles.	
1			Head to Eastward	Vble		1	b c	P. M. Employed setting up lower rigging.
2		6	N W by N	N N E		2	b c v	1 15 Made sail to topsails, jib and spanker, and main trysail and sails on the starboard tack; found the gooseneck of main trysail mast gone; secured it with a lashing; shifted trysail sheets end for end, and topsail braces.
3	1	2						4 0 Commodore N E $1\frac{1}{2}$ mile.
4	1	4	N N W	N Eastly		2	b c v	Revenge N W by W.
5	1	4	N by E		4 20 genl. close			4 15 Set top-gallant sails.
6	2		N W by W.					5 0 Mustered at quarters.
7	1	6						5 10 Set foresail.
8	2	4	N W			2	b c v	5 30 In 2d reefs of the topsails of foresail; trim- med as requisite.
9	6					4	b c	Commodore N by E $\frac{3}{4}$ mile. Altered course to N W; made and shortened sail as requisite.
10	8		N W $\frac{1}{2}$ N					8 0 Powerful N by W.
11	8							Revenge N W 4 cables.
12	7	4	N W			5	b c v	8 15 Set top-gallant sails. 8 40 Set foretop staysail and mainsail. 10 30 Main top-gallant sails; set spanker. Midnight. Powerful N W $\frac{1}{2}$ N 2 miles. Revenge N W $\frac{1}{2}$ W 1 mile.

COPY LOG of the Proceedings of Her Majesty's Ship "Vanguard"—continued.

Saturday, December 5th, 1840.

H.	K.	F	Courses.	Winds.	Signals.	State.		REMARKS, &c.
						No.	Wr.	
1	7		NW	NE		5	b c v	A. M. Down foretop staysail; in top-gallant sails; up courses.
2	7							Made and shortened sail as necessary, to keep our station.
3	8							4 0 Commodore NW $\frac{1}{2}$ N 1 mile.
4	9							Revenge NW $\frac{1}{2}$ mile.
5	8					4	b c v	Trimmed; made and shortened sail as necessary.
6	6	4						Daylight. Cyprus FNE by E.
7	5							6 30 Out all reefs; set top-gallant sails; crossed royal yards.
8	4	4				2	b c	8 0 Set royals. Powerful NW by N.
9	3	4						Revenge NW $\frac{1}{2}$ mile.
10	3							Cape Melanea NE $\frac{1}{2}$ N 12 leagues.
11	2	6		ESE		2	b c v	Shortened sails to topsails and top-gallant sails.
12	2							Carpenters repairing hammock nettings.
								Employed aloft mending rattlings.
								11 55 Aired bedding.
								Noon. Powerful N by E $\frac{3}{4}$ mile. Water rem. 161 tons.

Courses.	Dia.	Latitude.		Longitude.		BEARINGS AND DISTANCE.	
		D. R.	Observations.	D. R.	Chronometer.		
N 55 W	95 m.	34° 21' 15"	34° 25' 0" N.	31° 36' E.	31° 44' 15" E.	Cape Marmorice N 50 W, 218 miles.	
1	1	2	NNW	S Eastly	1	b c	P. M.
2	1						1 30 Shifted top-sail lifts end for end.
3		6	NW by N				2 0 Set royals.
4		4					4 0 Commodore N by E; Revenge NW by N.
5	1		NW				5 30 In 1st reefs of the topsail; in top-gallant sails and royals.
6	1		NW by N		1	b c v	6 0 Revenge E by E 2 cables.
7		6	NW				8 0 Revenge NW 4 cables.
8		6			1	b c v	9 15 Set courses, top-gallant sails, jib and spanker.
9		4			1		9 45 In top-gallant sails; up courses, and trimmed as requisite.
10	1	6	NNW		2		11 11 Latitude by <i>a Orionis</i> 37° 35' 49" N.
11	1				2		Midnight. Commodore N by E $\frac{1}{2}$ E $\frac{3}{4}$ mile.
12		6	NW by N		1		Revenge N by W. $\frac{1}{2}$ mile.

L.	K.
1	1
2	1
3	1
4	2
5	2
6	1
7	1
8	
9	
10	1
11	2
12	2

Courses.

50 W	
1	2
2	2
3	1
4	1
5	1
6	1
7	
8	1
9	1
10	1
11	1
12	1

COPY LOG of the Proceedings of Her Majesty's Ship "CAMBRIDGE," *Edward Barnard*, Esquire, Captain, between the 1st December and 6th December 1840.

Tuesday, December 1st, 1840.

H.	K.	F.	Courses.	Winds.	Force.	Weather.	REMARKS, &c.			
1	5	2	N E by N	N W			A. M. 4 0 Powerful N by N.			
2	5						4 30 Pointed top-gallant masts out; 3d reefs of courses.			
3	5						6 30 Out 1st and 2d reefs; fidded top-gallant masts, and crossed the yards; down fore-topmast staysail and mizen trysail; up mainsail.			
4	4				6	b v				
5	2	4	N N E				8 0 Squadron in company; made and shortened sail as requisite.			
6	1	6					9 0 Mustered at quarters.			
7	1	6	N by E				10 40 Taken aback; braced round.			
8	1		North	W N W	5	6	Noon. Squadron in company.			
9	1	4	W by N	N by W						
10	3		W $\frac{1}{2}$ N							
11	2			W by S						
	1		S by W		4	c v				
12	3		S E by S	S W by S						
Courses.			Distance.	Lat. D. R.	D. R.	Long. Chr.	D R.	Bearings and Distance.	Rs. Water,	
N 35° E			61.	No Observation.	33° 40' N	31° 24' E	31° 10' E	Pt Eunostos S 28 W, 167 miles.	102 $\frac{1}{2}$ tons.	
1	4		S S E $\frac{1}{2}$ E	S W				P. M. 1 0 In jib and driver; 2 and 3 reefs of topsails.		
2	3	6	N W by W					2 0 Tacked.		
3	2	6						3 0 Tacked.		
4	4	4	S E					3 30 Up courses.		
5	4	2	S S E		5	c		4 0 Squadron in company.		
6	2	6	S by E		8	c		5 0 Close-reefed main and furled fore and mizen topsails; in reef of courses; down top-gallant yards, and sent the masts on deck.		
7	3		S $\frac{1}{2}$ E			r		5 40 Latitude observed 33° 23' N.		
8	1	4						7 30 Wind shifted to westward.		
		4	S S W	West		q		10 0 Set main staysail.		
9	2	4						Midnight. Rodney S S E $\frac{1}{2}$ E; Powerful S $\frac{1}{2}$ E.		
10	2	6								
11	3	6	S by W	W N W						
12	3	6			9	q l				

COPY LOG of the Proceedings of Her Majesty's Ship "Cambridge"—*continued*.

Wednesday, December 2d, 1840.

H.	K.	F.	Courses.	Winds.	Force.	Weather.	REMARKS, &c.			
1	3	4	SSW	WNW	10	2	A. M. 12 10 Furled foresail.			
2	3	2	S Westly				12 40 Set fore staysail, and down mainsail.			
3	}	}					2 20 Furled main topsail, and set main staysail.			
4							4 0 A light bearing S $\frac{1}{2}$ E, supposed to be the Com- modore.			
5							2	8 0 Squadron in company.		
6	2	SW $\frac{1}{2}$ S NNE.	8 15 Wore; set main staysail; a heavy sea from the westward.							
7	2		Noon. Squadron in company; got the runners and tackles up to support the lower rigging, being very slack.							
8	2									
9	1		6							
10	1	6								
11	2		2							
12	2									
Courses.			Distance.	Lat. D. R.	D. R.		Long. Chr.	D. R.	Bearings and Distance.	Ra. Water, tons.
S 46° E			59.	32° 45' N	32° 50' N		No Obs.	32° 14' E		
1	1	4	N by E	NNW	10	2 $\frac{1}{2}$	P. M. 4 0 Three of the Squadron in sight.			
2	1	4	NNE				5 0 Carried away the main topsail tye; wove a new one.			
3	1									
4	1						6 0 Ganges NE by E; Rodney NE by N; ship rolling much, with a heavy sea from the westward; carried away the starboard main topsail tye and main topsail lifts.			
5	1									
6	1		N by E							
7	1	6								
8	1	6								
9	1									
10	1									
11	1									
12	1									

H.
1
2
3
4
5
6
7
8
9
10
11
12

C

N
1
2
3
4
5
6
7
8
9
10
11
12

COPY LOG of the Proceedings of Her Majesty's Ship "Cambridge"—continued.

Saturday, December 5th, 1840.

H.	K.	P.	Courses.	Winds.	Force of Wind.	State of Weather.	REMARKS, &c.
1	7	4	NW	ENE	6	bv	A. M. 4 0 Squadron in company ; Commodore NW.
2	8	6					4 15 Set top-gallant studding-sails.
3	9	4					6 0 In ditto.
4	9						6 20 Latitude by Polaris 34° 12'.
5	9						Daylight. Extremes of Cyprus Island from NNE ½ E to NE by E ¾ E, about 10 leagues; one strange brig in sight; out all reefs of the topsails; crossed royal yards, and set the sails; employed squaring the rattlings of the rigging, cleaning lower deck; caulker caulking the seams, being much opened by the late gales; highest part of Cyprus ENE.
6	7	4			4		Squadron in company.
7	5	2		Eastward			
8	4	4					
9	4	4					
10	3	4			3		
11	3	4					
12	3	6					

Courses.			Distance.	Latitude observed.	D. R.	Long. Chr.	D. R.	Bearings and Distance.	Ra. Water
N. 51° W			126 miles.	34° 21' N	34° 33' N	31° 33' E	31° 29' E	Marmorice N 48° W 210 miles.	91½ tons.

1	2	6	NW ½ N	ESE	2	bv	P. M. 2 40 Up courses ; in studding-sails ; down jib.
2	1	6	NW by N				3 30 Set jibs ; squared yards.
3	1	4					4 0 Squadron in company.
4			NE by N		1	c	5 0 Mustered at quarters ; in second reefs of the top-sails, royals and jibs.
5	1						6 0 Squadron in company.
6	1				2	bv	7 0 Set the courses and jibs.
7	1						7 45 Set royals and top gallant studding-sails.
8	1	4	NW	NE by E	3	c	8 0 Squadron in company.
9	2		NW by N				9 30 In royals, flying jib, and top-gallant studding-sails ; up courses.
10	3	2					Midnight. Powerful E ½ N.
11	1	6	NNW ½ W	NE	2		
12	1						

COPY LOG of the Proceedings of Her Majesty's Ship "Cambridge"—continued.

Sunday, December 6th, 1840.

H.	K.	F.	Courses.	Winds.	Force.	Weather.	REMARKS, &c.			
1	1		N W W $\frac{1}{2}$ W	N E	2	c	A. M. 1 0 Taken aback ; trimmed as requisite ; made and shortened sails.			
2	1	4					4 0 Squadron in company.			
3	2	2	N W by W				6 30 Highest part of Cyprus Island E $\frac{1}{2}$ N 22 leagues ; latitude by Polaris 34° 44' N ; out all reefs ; set st. fore-topmast and top-gallant studding-sails.			
4	2	2	N by N $\frac{1}{2}$ N				8 0 Squadron in company.			
5	2			E N E			9 0 Squared yards up, made sail ; set larboard lower top-mast and top-gallant studding sails ; made all possible sail, per signal, from Commodore.			
6	2	2	W N W				9 40 Mustered by divisions.			
7	2	6	N W	S E			10 0 In lower studding-sails ; performed Divine service.			
8	2	4					Noon. Squadron in company.			
9	2	4	N W $\frac{1}{2}$ W							
10	2	4		S W	3					
11	3	4	N W by N							
12	4									
Courses.			Distance.	Latitude observed.	D. R.		Long. D. R.	D. R.	Bearings and Distance.	Ra. Water
N 51° W			42 miles.	34° 54' N	34° 47' N		30° 50' E	30° 53' E	Marmorice N 49° W 142 miles.	86 $\frac{1}{2}$ tons.
1	3	4	N W by N	S W	2	c	P. M. Trimmed sails as requisite.			
2	2	2					4 0 Squadron in company.			
3	1	4					4 45 Mustered at quarters.			
4	1	4					5 30 Up coursers ; in second reefs of the topsails ; in royals ; down yards.			
5	1	4	N W		1		6 0 Squadron in company.			
6	1		N W $\frac{1}{2}$ W	Vble			7 30 Trimmed sails to a light air from the N. Eastward.			
7	1						8 0 Squadron in company.			
8		4					8 30 Trimmed sails to a breeze from the westward ; made and shortened sail as requisite.			
9		4	N W				Scrubbed and washed clothes and hammocks.			
10		4					10 30 Trimmed sails ; up and crossed royal yards, and set the sails.			
11	1						Midnight. Out reefs of the topsails ; set up top-gallant sails.			
12	1									

COPY LOG of the Proceedings of Her Majesty's Ship "Revenge"—continued.

December 2d, 1840.

H.	K.	F.	Course.	Winds.	Force.	Weather.	REMARKS, &c.
1	3		S by W	West	8	Q L R	A. M.
2	3		S W by S	Vble			1 30 Down fore top-mast staysail; furled foresail and fore topsail; set fore staysail.
3	2	6	S W				7 0 Wore; all the Squadron in sight, except "Ganges."
4	3		S W by W		8	Q	
5	2	4	S W by S				8 0 A heavy sea running; in main topsail; employed securing anchors, booms and boats; carpenter as most requisite; found to be missing during the gale handspikes, 9 in number.
6	2		S W				
7	2						Noon. Heavy sea from westward.
8	1	4	S $\frac{1}{2}$ W	W N W	9	Q	
9	1	4	N by E				
10	1	4	N E				
11	1	4					
12	1	4			9	Q	
Course.		Distance.	Latitude.		Longitude.		Bearings and Distance.
			Observations.	D. R.	Chronometer.	D. R.	
S 32° E		55.		33° 01' N		31° 39' N	Cape Gatie N $3\frac{1}{4}$ E, 110 Miles.
1	1		N by E	W N W	9	Q R	P. M.
2	1		N N E				1 30 Carried away scrook of main staysail sheet; split the sail down ditto, and repaired it; set fore staysail.
3	1		N by E				5 0 Mustered at quarters.
4	1				9	Q G	6 0 A heavy sea running.
5	Up North						8 30 Set main staysail.
6	Off N N E						9 30 Down main staysail, and set close-reefed main topsail; carried away port waist netting.
7	1	4	N by E				
8	1				9	Q	
9	2		N N E				
10	2	4					
11	2	2	N by E				
12	1	4			8	Q R	

COPY LOG of the Proceedings of Her Majesty's Ship "Revenge"—continued.

December 3d, 1840.

H.	K.	P.	Course.	Winds.	Force.	Weather.	REMARKS, &c.
1			Up	NW	8	QR	A. M.
2	1	4	North				6 20 Set fore and mizen topsail and foresail; down fore staysail.
3	1	4	Off				8 0 Squadron in company; sailmakers repairing main topsail; carpenter caulking poop, repairing waist netting, and main deck half port.
4	1	4	N by E		8	C	
5	1	4	N by E $\frac{1}{2}$ E				9 40 Out 4th reef top-sails, and reefs of courses.
6	1		NW by N		7	C	10 0 Mustered at quarters; out reef fore and mizen topsails; Fiddled fore and main top-gallant mast; got flying jib-boom out, and crossed top-gallant yards.
7	1		N by E				
8	3	4	NE by N				
9	3				6		
10	3	4					
11	4	4					
12	5	2			4	BC	
Course.		Distance.	Latitude.		Longitude.		Bearings and Distance.
			Observations.	D. R.	Chronometer.	D. R.	
N 55° E		43.	33° 24' N	33° 28' N	33° 02' E	32° 41' E	Cape Gatie N 66 Miles.
1	3	4	NE	NW	4	BC	P. M.
2	2	4	W by N				12 10 Sprung fore top-gallant yard.
3							1 0 Tacked up mainsail; split main top-gallant sail.
4	1	4	WSW		2	BC	2 30 Shortened sail, and hove to. Captain went on board Powerful; Commodore made signal "In case of parting company, rendezvous at Marmorice;" supplied Powerful with 10 pair shoes.
5	4						
6	2						3 30 Captain returned; filled and made sail.
7	1		NNE $\frac{1}{2}$ E				4 0 Crossed fore top-gallant yard.
8	2	4	NE by N	NNW			5 15 Mustered at quarters; hoisted main trysail; set mainsail.
9	2	4	NE $\frac{1}{2}$ N				
10	1	4	NE by N				9 30 Up mainsail; split spanker; shifted ditto.
11	1	6					10 0 In top-gallant sails.
12	1	4	NE by E	Vble			
12	1	4	ENE		2	BC	11 0 Set spanker.

nd crossed
en top-gal

in compa

l; down
-gallant m
up main

FANCE.

miles.

nain rigg
ed the yar
lant sail;

N W $\frac{1}{2}$ W
crossed re
t 33° 33' N

sail.

SHIPS "POWERFUL," &c.

COPIES of the Logs of the "Powerful," "Rodney," "Ganges," "Vanguard," "Cambridge" and "Revenge," on the 1st, 2d, 3d, 4th, 5th and 6th days of December 1840.

(*Sir Charles Napier.*)

*Ordered, by The House of Commons, to be Printed,
20 May 1847.*

432.

Under 8 az.

SHIP "THETIS."

RETURN to an Order of the Honourable The House of Commons,
dated 27 April 1847; *for*,—

A COPY "of the CORRESPONDENCE between the BOARD of ADMIRALTY and the Officers commanding on the Coast of Brazil; and between Captain *Dickinson*, commanding Her Majesty's Ship 'Lightning,' and the Officers commanding on the Coast of Brazil, in the Years 1830, 1831, and 1832, respecting the Recovery of the PUBLIC STORES and TREASURE sunk in Her Majesty's Ship 'Thetis,' at Cape Frio."

Admiralty, }
20 May 1847. }

H. F. AMEDROZ,
Chief Clerk.

— No. 1. —

EXTRACT of a Letter from Rear-Admiral Sir *Thomas Baker* to the Secretary of the Admiralty; dated H. M. S. "Warspite," Rio de Janeiro, 5 January 1831.

WITH respect to the treasure which was on board the "Thetis," amounting to about \$ 806,000, I am of opinion, from all I can hear, that it is still in the wreck, and as soon as the hull can be disencumbered, there are two men belonging to the Brazilian Schooner which has been placed at my disposal at Cape Frio, who offer to go down, and examine under water.

Should the treasure prove to be still undispersed, some plan may, I hope, be devised for raising it; and in the meantime I have ordered a stop-net to be constructed, which will, I think, prevent for a while its escape into deeper water.

The net which I have now in preparation will be formed of a small chain-cable, having attached to it a netting, made of inch-and-a-half or two-inch rope, about a fathom and a half high, and of sufficient length to extend nearly across the entrance of the cove: the cable forming the base of this net will be laid down, after the whole is completed, upon a parallel with the wreck, at about a fathom's distance from it to seaward, and the edge rope will be buoyed up by lamards attached to buoys on the surface of the water, so as to maintain the net in a perpendicular position, upon the principle of the enclosed draft.

When I have once ascertained whether there is any possibility of recovering the treasure, I have some intention of forming a diving-bell, with two large tanks and an air-pump, which, upon inquiry, can, I believe, be made here; but I shall avoid going to any great expense without a reasonable prospect of success.

— No. 2. —

EXTRACT of a Letter from Rear-Admiral Sir *Thomas Baker* to the Secretary of the Admiralty; dated H. M. S. "Warspite," Rio de Janeiro, 4 February 1831.

to recover the stores and treasure which are supposed to be still attached to the wreck. The "Lightning" has taken a diving-bell, made from two large tanks, and other apparatus; and I feel confident, from the active perseverance of Commander Dickinson, that every thing possible will be done to carry his orders into complete execution.

— No. 3. —

COPY of an Order given by Rear-Admiral Sir *Thomas Baker* to Commander *Dickinson*; dated on board the "Warspite," Rio de Janeiro, 22 January 1831.

By *Thomas Baker*, K. C. B., Rear-Admiral of the Red, and Commander-in-Chief of his Majesty's Ships and Vessels employed and to be employed on the South American Station.

You are hereby required and directed to put to sea to-morrow morning in his Majesty's Sloop under your command, and proceed to Cape Frio, for the purpose of relieving the "Algerine" in guarding the wreck of his Majesty's late ship "Thetis." After receiving from Captain Martin, of the "Algerine," every information he has to communicate relating to the position and present state of the wreck, you will lose no time in commencing operations with the diving-bell and other apparatus with which you are furnished, for recovering, as far as practicable, the public property and treasure sunk in the "Thetis," and which, it is believed, are still attached to the remains of that ship.

I feel that it would be superfluous for me, after what I have seen of your persevering attention to this subject, to urge upon your zeal and ability, upon which I place entire reliance, the advantage of making localities subservient, as far as you possibly can, in forwarding the interesting duty upon which you are to be engaged; but you will take every precaution to avert those unforeseen disasters and accidents to which your endeavours to accomplish so peculiar a service must be liable.

You will keep me constantly acquainted with your proceedings, of which I would recommend you to form a distinct journal, and you will not fail to point out, whenever it may be advisable, any way by which I can afford you assistance.

In the meantime, I have instructed Captain Martin to remain with you a few days, in the event of your requiring any assistance beyond what the "Adelaide" and the two launches can afford you, which vessels you are to employ as you may find necessary.

An account is to be kept, in the annexed form, of the property which you may succeed in recovering, making separate reports of what may prove to belong to individuals from that belonging to the Crown, and you are to continue on this service until further orders.

Given on board the "Warspite," Rio Janeiro, 22 January 1831.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

Thomas Dickinson, Esq.,
Commander of H. M. Sloop "Lightning."

By command of the Commander-in-Chief,
(signed) *Alexr Kant*, Secy.

AN ACCOUNT of Property recovered from the Wreck of H. M. late ship "Thetis," at
Cape Frio, between and the

When recovered.	By whom.	Description of the	Number or	Remarks as to
--------------------	----------	-----------------------	--------------	------------------

— No. 4. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker* to the Honourable Captain *Elliot*, R.N., Admiralty; dated H.M. Ship "Warspite," Rio Janeiro, 21 February 1831.

Sir,

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, copy of a correspondence I have had, up to this date, with Commander Thomas Dickinson, of his Majesty's Sloop "Lightning," relating to the operations now going on at Cape Frio, for the recovery of the public stores and treasure sunk in his Majesty's late ship "Thetis."

Since the construction and laying down of the stop-net, for preventing the escape of stores and treasure into deeper water, as described in my letter No. 2, of the 5th ultimo, my particular attention has been turned to devise means for raising and saving such articles of value as might still remain attached to the wreck; and conceiving that, under all circumstances, a diving-bell offered the fairest prospect of success, I have had one constructed from two large tanks strongly riveted together, and bound by iron braces, round which a sufficient weight of chain cables was secured to sink it in the water.

After considerable difficulty, a forcing air-pump of adequate power was made, which being fitted to a Truscott hose rendered air-tight, the diving-bell and its apparatus were completed; the bell was then suspended to the cat-head of the "Warspite," in this harbour, and three persons were lowered down in it to the depth of six fathoms, where they remained for upwards of 20 minutes, without experiencing any inconvenience beyond what is always felt in diving-bells; and as light was admitted by six deck illuminators through the top of the bell, the men say they could see every object about them with great ease.

But as the cove where the wreck lies is exposed to the south-west winds, which come on very suddenly, and generally blow strong, a heavy surf is often thrown up, and there are very few intervals indeed in which the swell would permit the employment of lumps or launches for lowering the diving-bell, without imminent hazard to the lives of the divers, as well as to the safety of the machine itself; the principal difficulty, therefore, was to contrive a point of sufficient strength and steadiness whence the bell could be suspended over the wreck, without being materially affected by the motion of the water.

Several plans were suggested for the accomplishment of this object; but that which at first appeared to me to be the most simple and best adapted for the purpose, at the same time the most suitable to the resources we could command, was the employment of suspension cables, of which the enclosed diagram will convey some idea; and Commander Dickinson sailed in the "Lightning" with a design of carrying this plan into execution; but it seems that when he came to examine the localities of the cove, they presented some unforeseen impediments, which induced him to commence in preference the formation of a derrick, as a method more easy of execution, and, he believes, quite as efficient for attaining the object in view in a much shorter period.

This derrick, which the captain is now forming from parts of the masts, yards and other damaged spars of the "Thetis," is to be of sufficient length to extend from the shore, so as to plumb all parts of the wreck, a distance of 146 feet; its inner end will be secured on shore to a shelf in a rock, about 10 feet above the level of the water; and the outer end to which the bell is to be attached will be suspended by a cable-guy from the summit of the same rock, standing nearly 200 feet in perpendicular height.

I have been exceedingly anxious to ascertain the actual state of the wreck, and whether the treasure still remained undispersed previous to proceeding in operations of any magnitude or expense; and have, therefore, been using every exertion to obtain the services of one or two experienced divers of the country; but, I am sorry to say, from the general apathy of the natives, and the promulgation, by influential and interested persons, of absurd rumours about the dangers to be annu-

As I am desirous that their Lordships should be in full possession of every material point connected with the undertaking at Cape Frio, I beg leave to enclose a draft exhibiting the dimensions of the derrick, and the principle upon which it is constructed, together with a correct plan of the cove, the position of the wreck, and the stop-net to which I have already alluded.

I have, &c.

(signed) *Tho^r Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 5. —

COPY of a Letter from Commander *Thomas Dickinson*, of H. M. Sloop "Lightning," to Rear-Admiral Sir *Thomas Baker*, K.C.B., H. M. S. "Warspite," Rio de Janeiro; dated Cape Frio, 4 February 1831.

Sir,

I HAVE the honour to state to you, that, in pursuance of your orders, I arrived here on the 30th ultimo. Throughout the whole of the passage we had to contend with a fresh north-easterly gale, in which the Brazilian launch towed so badly, that it was impossible to carry a press of sail without endangering her swamping, and the progress of the ship was thereby much retarded.

Immediately on my arrival, I proceeded, with Captain Martin, to examine and make myself acquainted with the wreck, and all the localities of her situation. It appears that the recent strong south-west wind has reduced her to a confused mass of materials, of which those that are destructible are fast decaying, and will consequently be the more easily removed whenever the weather will admit of the launch working, though I doubt their ability (with the greatest exertions) to effect much until I get the diving-bell to work, with which I anticipate great success.

On visiting the cove, it immediately occurred to me that the most eligible mode of proceeding would be to erect a derrick, to be stepped on a very convenient flat rock which there is at the base of the cliff nearest the wreck; to form three platforms, one above the other, on the face of the projecting cliff, each of which having a derrick of smaller dimensions to conduct to the top the various articles as they may be recovered, and thereby save all the danger, difficulty, labour and time of carrying them in boats.

The main derrick must be 146 feet in length; I am making it of the pieces of the lower masts saved from the wreck. This enormous spar must be suspended from a height of upwards of 200 feet, and will, of course, require a great quantity of rigging, a demand for which I beg to forward you (it is large, but indispensable), and send the "Adelaide" to bring, whenever it is your pleasure to send it. We are at work in full force, and I should be glad to have it as soon as convenient.

The net is completed and placed outside the wreck, of which nothing has appeared since my arrival, although until to-day there has always been a heavy swell in the cove.

I feel that we have an immensely arduous and laborious undertaking in hand, but my confidence in success increases.

The above plan will, I consider, not require more than one-fourth the time in the construction that a suspension cable bridge would; however, I shall have the latter in progress, lest the former should fail, but which I do not at present see a chance of.

I have, &c.

(signed) *Tho^r Dickinson, (B.)*

—No. 6.—

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., to Commander *Thomas Dickinson*, of the "Lightning," dated, H. M. S. "Warspite," at Rio de Janeiro, 8 February 1831.

Sir,

I HAVE received your letter of the 4th instant, detailing your proceedings up to that date, and transmitting a demand for certain stores which you conceive will be required for carrying into effect the plan you have been induced by a personal inspection to adopt as the most likely to accomplish the recovery of the public stores and treasure, believed to be still in the wreck of his Majesty's late ship "Thetis."

Although the idea of a derrick for suspending and working the diving-bell on this occasion is not new to me, yet, as I was not altogether prepared to view it as preferable to the suspension cables, which are thought to be the most suitable under all circumstances when you sailed, I think it advisable that you should weigh, with your usual discrimination, the probabilities of its succeeding before you go to any material expense of the large supply of new and valuable stores which I have now sent you, agreeably to your demand. But while I think it very proper to pause before the commencement of a new project of this kind, which may ultimately be of the greatest moment to the service under your execution, I cannot, at present, perceive any strong objection to it; and, in fact, as I am aware that you had a previous knowledge of the plan by suspended cables, and that, of course, you must have compared its fitness to the localities of the place with that of a derrick before you gave a preference to the latter, I feel no hesitation, after the most careful reflection, in giving my cordial sanction to your pursuing that which you may consider best.

I agree with your observation, that the work before you is of no ordinary magnitude, requiring much labour and perseverance, and it will, therefore, no doubt, occur to you how exceedingly desirable it would be to know, with some degree of certainty, whether the stores and treasure be really still about the wreck before we incur any considerable expense; but that point once ascertained in the affirmative, no labour, time or reasonable expense ought to be spared, and I think the derrick likely to succeed in recovering them; yet it is to be lamented that no minor or temporary plan can be devised for operating with the bell, so as to decide that interesting question.

I must, however, repeat what I said to you in my directions in the first instance, that you will take every precaution to avert those unforeseen disasters and accidents to which your endeavours to accomplish so peculiar a service must be liable. Should the assistance of the master boatswain and carpenter of the "Warspite" be necessary to complete the derrick, you may keep them for that purpose; for although we wish to have them here for a short time, I should be exceedingly sorry to remove them from an undertaking which, I have no doubt, will do every one concerned in its completion great credit; you will send them in, therefore, as soon as you conveniently can by the "Adelaide," which I intend to employ in keeping up a communication, as well as in sending occasional supplies of provisions, and so on, when necessary.

I am, &c.

(signed) *Tho^t Baker*,
Rear-Admiral and Commander-in-Chief.

P. S.—Perhaps you may be enabled to obtain one or two divers, who could go down and bring you intelligence of the state of the wreck, and of the position of the stores and treasure.

— No. 7.—

COPY of a Letter from Commander *Thomas Dickinson*, (B.), to Rear-Admiral Sir *Thomas Baker*, K.C.B., H. M. S. "Warspite," Rio de Janeiro; dated H. M. Sloop, "Lightning," Cape Frio, 8 February 1831.

Sir,

SINCE my last communication by the "Algerine" the launches have crept up a variety of rigging, part of the awnings, and several lengths of bower cable; the two former all in shatters, and literally good for nothing, and the latter so cut by the rocks as to be fit only for junk, some of them being so little as four fathoms in length. The making of the derrick is rapidly advancing as to carpenter's work; but, in consequence of the inefficiency of our forge to heavy work, our progress in that branch is more tardy: I have accepted the offer of Captain Thibault, of the French frigate "Seine," and borrowed the forge of that ship, which, although not so effective as our own, yet will be very useful in small work. I beg to correct the date of my former letter to the 3d instant, instead of the 4th.

I have, &c.

(signed) *Thos Dickinson*, (B.),
Commander.

— No. 8.—

COPY of a Letter from Commander *Thomas Dickinson*, (B.), to Rear-Admiral Sir *Thomas Baker*, K.C.B., at Rio de Janeiro; dated H. M. Sloop "Lightning," at Cape Frio, 16 February 1831.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, and beg to offer my thanks for the prompt supply of the stores I demanded for the use of the derrick. Respecting their expenditure, I fear I have given you reason to believe that it will be very extensive; but this is not at all likely to be the case as regards the hawsers, as they are to be used merely as guys and topping-lifts, and the large rope as purchase falls for them, in neither of which uses will there be much wear and tear, as the derrick, when once in its place, will be almost a fixture; they will, therefore, be available to other purposes when returned from this service.

Although immediately on my inspecting the cove and situation of the wreck, it occurred to me that a derrick was a mode preferable to all others in our present undertaking, I did not determine on its adoption without mature deliberation as to what advantages it might possess over the suspension cables; they will be seen by the following circumstances: the distance between the nearest points from which the cables could be suspended is 480 feet; and as they could not be placed immediately over the wreck, to render them appropriate to the use of the bell and anchor, must be placed out seaward; great labour would be required in excavating the rock to affix the ends, and a great deal of time in the removal of the bell from one part to another, and much inconvenience would be experienced from their elasticity, and, above all, it would require (with our means) several months to complete the structure; the derrick, on the other hand, will be nearly as firm as a crane, susceptible of its head being with the bell; and a commodious stage suspended to it, removed by guys and topping-lifts over any part of the wreck, will be easily accessible from the cliffs, and, I have reason to hope, will be in full operation in five weeks from the period of its commencement; under these considerations, I trust, sir, you will consider me justified in deciding on the derrick.

also, ever since my arrival here, been trying to find a diver, but hitherto have failed; however, anticipating failure, I have devised a substitute in the construction of a small diving-bell, to be worked by the launch, a rough sketch of which I beg to enclose; it will be commodious for one man to work in, with any requisite tools; and should it be found that one launch has not sufficient stability, I can easily attach the other to her; a raft we cannot construct, as this huge derrick has consumed all our material.

I do not intend to start a difficulty, for on this service I will admit of none; but, considering the distance the ship is from the scene of action, and that the wind blows strong every day, with heavy breakers on the bar, and the consequent difficulty of obtaining medical aid, should it be required speedily, I beg to suggest whether an assistant-surgeon is not necessary. We have had several sudden and rather serious attacks of cholera, and from which I have not entirely escaped myself; we, however, are now generally healthy, and no accident has as yet occurred.

As might be expected on this occasion, new obstacles sometimes present themselves, but only to be subdued; they just take a peep, and are off; we keep our energies about us, and, in short, sir, are determined it shall be done.

I beg to acknowledge the kind encouragement you afford us, and trust that our exertions will be such as to merit a continuance of your confidence.

The launches obtain something on every day the weather will admit of their creeping; but things are so decayed and cut up by the rocks and wreck, that they have recovered nothing of any value but several pieces of bower cable, which is good junk, and the chain stream cable, which we shall find applicable to our work.

I have, &c.

(signed) *Tho' Dickinson*, (B.),
Commander.

— No. 9. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., to the Honourable *George Elliot*, R. N., Admiralty; dated H. M. Ship "Warspite," Rio de Janeiro, 14 March 1831.

Sir,

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of a further correspondence with Commander Thomas Dickinson, of his Majesty's Sloop "Lightning," relating to the proceedings going on at Cape Frio under his superintendence, by which their Lordships will perceive that although there is good reason to look forward with hope to the success of this arduous enterprise, yet its accomplishment cannot be expected without great and persevering exertions and a considerable lapse of time.

After much inquiry and delay, I have at length succeeded in obtaining several caboclos or divers, whom I have sent to Cape Frio, in order to go down at once and ascertain the state of the wreck; and from their being accustomed to continue under water for a much longer time than our own people, they may probably be found of great service in sallying from the diving-bell at the bottom, and attaching the necessary tackling to objects for the purpose of drawing them up.

I have, &c.

(signed) *Tho' Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 10. —

EXTRACT of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," to Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "Warspite," Rio de Janeiro; dated Cape Frio, 5 March 1831.

It is with much satisfaction that I am enabled to state to you that the small diving-bell is completed, and found to be available to the purpose for which it is intended. On the 2d instant a trial was made in the harbour at the depth of $4\frac{1}{2}$ fathoms, with two persons in it. They remained at the bottom, allowing the launch to be removed from one place to another, for the space of 32 minutes, and could have obtained any article within their reach; but (as is generally the case in first experiments) some little defects were found, and it required the next day to make them good.

It was again tried yesterday, in the cove, in $6\frac{1}{2}$ fathoms; the wind was light from the southward, and consequently a swell setting in; Lieutenant Hathorn and one of the bell-men went down first; it was subsequently sent down a second time, and on each occasion the result of the trial was satisfactory, as several articles were distinctly seen, and certainly would have been brought up, but that the motion rendered it extremely dangerous to attempt to take hold of anything, lest those so doing might be jammed between the bell and the rocks.

The disadvantages under which this attempt has been made will, doubtless, I trust, be apparent to you, sir; and I have no hesitation in expressing my certitude, that, under favourable circumstances of wind and weather, it cannot fail to succeed as a searcher. For more detailed particulars, I beg to refer you to Lieutenant Hathorn.

— No. 11. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., to Commander *Thomas Dickinson*, of H. M. Sloop "Lightning;" dated H. M. Ship the "Warspite," at Rio de Janeiro, 9 March 1831.

Sir,

I HAVE received your letter of the 5th instant, containing the detail of your interesting proceedings, and derive much satisfaction from the favourable opinion you express as to the progress and ultimate success of your labours.

I can easily conceive the great advantages which may be derived from the small diving-bell when it comes into actual operation, although, had it been constructed earlier, its value would have been greatly enhanced by placing us in more exact acquaintance with the wreck before we proceeded to any great extent in plans of higher magnitude. However, it is probable that by this time you have succeeded in setting the question at rest, which has excited so much conjecture and anxiety.

Regarding the derrick, it is, in my opinion, exceedingly important that it should be got ready with the utmost despatch, so as to commence operations whenever the different parts of the wreck have been ascertained by the divers or the small diving-bell, because the best season of the year will soon be over, and we cannot, I fear, calculate upon finer weather than the present.

You will clearly understand that all persons without exception, whom I may be induced to send with a view of assisting you in your present enterprise, are wholly under your control while they remain, and have anything whatever to do with your operations; and the moment you shall deem their presence as no longer essential to the furtherance of the service, they are to be sent back to Rio de Janeiro.

You are to victual no person at the public expense, without special orders from me, unless from unavoidable necessity, the particulars of which are to be reported.

With respect to the movements of the "Adelaide" it is my particular wish that

peculiar circumstances, it being my intention, as I have already informed you, to keep up through her a constant communication. I fear she will not be able to receive all the provisions demanded for the "Lightning;" but in that case she will take a proportion of each article, and the remainder shall be reserved until her next return.

I find that the reason why the whole of the slop clothing, to which you refer, was not forwarded according to the demand, was, that none of the sort required remained in store, although we are daily expecting a supply from England.

I am, &c.

(signed) *Thos Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 12. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to the Honourable *George Elliot*, R. N., Admiralty; dated H. M. Ship "Warspite," Rio de Janeiro, 5 April 1831.

Sir,

IN transmitting, for the information of my Lords Commissioners of the Admiralty, copy of a further correspondence with Commander Dickinson up to the 2d instant, relative to his proceedings at Cape Frio, it affords me great satisfaction to acquaint you, that they have at last succeeded in discovering the position of many valuable articles of stores, and that on the 31st ult., by means of the small diving-bell attached to the "Warspite's" launch, a bar of silver, a lump of gold, and upwards of \$3,000 in coin were recovered from the sea.

Having sent a party of 100 men to Cape Frio, for the purpose of transporting and suspending the derrick, I hope that in a very short time it will be in active operation; but the extraordinary length of 158 feet to which it has now been extended, and the consequent numerous difficulties which must be encountered before it can be brought round from Frio Harbour, where it was constructed, to its proper position in the cove, may, I fear, render the erection doubtful, in defiance of the utmost caution, and I am therefore not altogether sanguine of its success; yet, admitting that it does not succeed, still, as the situations of the principal stores have been ascertained and buoyed, *their* ultimate recovery is, I think, secured even with our present means, independent of what other plans may be hereafter devised.

At all events, when their Lordships take into view the progress and success already achieved, under the circumstances detailed in my different communications on this subject, I trust they will be inclined to think as favourably as I do of the exertions made by Commander Dickinson and the people under his directions.

I have, &c.

(signed) *Thos Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 13. —

COPY of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," dated 19 March 1831, Cape Frio, to Rear-Admiral Sir *Thomas Baker*, K.C.B., H. M. Ship "Warspite," Rio de Janeiro.

Sir,

I BEG leave to inform you, that, in continuance of our exertions, the small diving-bell came into active use on the 10th instant; two men were down in it an indefinite length of time, during which, the launch was moved about to different parts, enabling them to search for the wreck: but the swell having

found the greater part of the bottom of the late "Thetis," of which I send you a rough sketch, which I believe to be as nearly correct as the limited angle of vision, from the small space within the bell, would admit.

We were again enabled to work yesterday, but under the great disadvantages of a heavy swell; we, however, continued our exertions the whole day, buoying the various articles as they were discovered; but our success was not beyond guns, bolts, and various articles of stores. Not a particle of the treasure has yet been seen; but it appears to me that the large heap is the after-part of the ship, but so covered up with confused fragments of every description of stores, that the bottom cannot be seen. I am going to work again to-day, and shall commence clearing away to ascertain what is underneath; and I think there is just reason to hope that my next letter will be more satisfactory.

The bell certainly answers to admiration; but, although I do not apprehend that our hoses will give out, yet, should such a thing happen, the service would be much retarded by being obliged to send for others at the moment. I therefore beg to suggest whether it would not be best to have another set of Truscott pump-hoses here, that I may make them air-tight, and prepared for emergency; we also want two barrels of tar, one mineral, the other vegetable.

Your wishes respecting the derrick were anticipated at the time of receiving your orders; all our force was employed thereon; it is now in a state of forwardness, and will, I hope, be ready for erection by return of the "Adelaide," should the weather admit of our excavating the step for it in the cove, and of affixing securities for guys, &c. Having found it necessary to add to its length, it is now 158 feet, and consequently of enormous weight; and as it will require all the boats, well manned, to tow it to the cove, and, independently of which, my force must be divided into seven parts, at great distances from, and in some cases inaccessible to each other, I am very reluctantly under the necessity of requesting the assistance of about 100 men for this particular occasion. The ultimatum of our hopes much depending on this point being well executed, the uncertainty of the swell being such that at times it in one hour rises sufficiently to break the spar, and we have no means of replacing it, will, I trust, sir, be considered sufficient reason for my making the request; and the men shall, with your permission, be sent back immediately the erection is accomplished.

Colonel Guasque and the divers left me on the 14th, and I presume will have seen you before the receipt of this letter.

On the 13th, while we were at work with the bell, and after we had ascertained a part of the bottom of the ship, I proposed to him, to prove the ability of his men, that they should go down to the bottom from a boat, or, if they preferred it, the rocks, and give their assistance to my people in the bell; but this he declined, and was evidently chagrined at our having found the wreck without his assistance, and in the evening gave me notice that he should depart in the morning. I expressed my surprise at it, and told him that the time had arrived when the divers might be useful, as we had now discovered where the wreck was, and my arrangement was, that they should have the use of the bell on the morrow for the whole day; he wished to have it entirely to himself and party, which I said he should, but that something might occur in the course of the day to render it necessary that one of my people acquainted with the formation of a ship should go down; however, this would not do for him; he evidently had an aversion to working in conjunction with us, and I cannot help thinking that there was a motive which was not expressed.

I do not think it worth while to trouble you, sir, with a detail of conversations; and, suffice it to say, that I do not think he has, in any way, fulfilled his engagement, and is, therefore, not entitled to the smallest remuneration. I enclose Colonel Guasque's letter, assigning his reasons for leaving, but, being in Portuguese, I have not been able to read it.

11 A. M.—I am just returned from the cove, after working the bell until, from a heavy swell setting in, it became dangerous to remain any longer; but the result

—No. 14.—

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "Warspite," Rio de Janeiro, to Commander *Thomas Dickinson*, (B.), H. M. Sloop "Lightning," dated 26 March 1831.

Sir,

I HAVE to acknowledge the receipt of your letter, dated the 19th instant, reporting your further proceedings in exploring the wreck of the "Thetis," and although I lament that the weather has been lately so unfavourable to your operations, it is still some satisfaction to observe, that the actual position of the wreck is so far ascertained; and that, notwithstanding you have hitherto received no precise indication that the treasure remains undispersed in the cove, your hope continues undiminished, and that a portion, at least, of the public stores may now be considered as certainly recoverable.

I am exceedingly disappointed by the total failure of Colonel Guasque's attempt to assist us by means of the caboclos, because I had placed reliance upon these divers being turned to some purpose for forwarding the success of the general enterprise; but, however, as it appears they declined either to go down without the bell, or to remain, as I thought they would, at daily wages, for the purpose of going down in the bell, and sallying from beneath it at the bottom to fasten grapnels and other apparatus to objects which might be accessible, you were, of course, right in allowing them to depart.

From inquiries which I have made, I find that the Island and Boccaron of Cape Frio are farmed by the Brazilian Government to some person as a fishing station; it will, therefore, be proper for you to abstain from fishing there, without permission of the owner, and you will likewise avoid cutting wood on the Island without his sanction, or interfering in any manner with that property, beyond what is absolutely necessary for executing the service with which you are charged; and I need not recommend to your prudence to endeavour, by conciliatory measures and general civility, to propitiate the favourable opinion of the inhabitants in your vicinity.

As it is desirable that I should be aware of the distribution and employment of the people placed under your immediate directions, I wish you to acquaint me with the nature of the duties which you have assigned to the respective officers, both of the "Lightning" and "Warspite," and it will be necessary for you to transmit to me in future a current report of your proceedings, in the subjoined form, so that I may form a judgment of the service under performance.

I make no doubt that the natives, and perhaps even some of our own people, would be ready to seize the least opportunity which any relaxation of vigilance might afford them, to purloin small articles of value; you will, therefore, inform me what arrangements you have made for the security of articles of public property and treasure which may be recovered from the sea.

I have sent as many men as the "Adelaide" was capable of conveying with safety, together with the articles of stores which you demanded, and you may be perfectly assured that every possible assistance which may be required for the accomplishment of our present undertaking shall be most readily and cheerfully afforded, to the utmost of my power; and I have merely further to observe at present, that while I feel convinced that, stimulated by the example of your indefatigable exertions, both officers and men will unite their best efforts to complete the objects of our general anxiety, they ought to be fully apprised that it will be from your report alone that I shall form my opinion of their merits on this occasion.

I am, &c.

(signed)

Thos. Baker,

— No. 15. —

COPY of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," to Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "War-spice," Rio de Janeiro; dated Cape Frio, 31 March 1831.

Sir,

THE state of the sea since my last communication has been such, that on one day only we have been able to pursue our exertions in the cove; but it affords me much gratification to state to you, that the result of our endeavours was very satisfactory, inasmuch as that I believe it to be quite certain that the heap is that part of the wreck in which the treasure was stowed.

I devoted one part of the day to reviewing particularly those parts which had been visited before in less favourable weather, and the rest of it in examining other parts of the cove further outside, commencing about 30 feet a-head of the heap, moving in an irregular line seaward across the cove inward, and thence to the heap again, in the course of which, wreck of all descriptions was found strewed about, and several copper bolts picked up; but the most important discovery was a large part of the side of the ship, having five main-deck and four quarter-deck ports; it is situated in $11\frac{1}{2}$ fathoms water, and is exactly opposite the heap, a little outside, and therefore inferred to have been that part immediately above it when the ship was perfect.

I trust I have met your wishes in hitherto directing our efforts principally to discovery; but as, since our last search, it appears that there is no considerable part of the wreck unexplored, it is my intention, whenever the sea will admit of our working, to direct our most strenuous efforts to the clearing away, to ascertain what is at the bottom of the heap, which I have very little doubt is the after-hold and spirit-room, and I should think still containing at least part of the treasure; if it is there, we will have it: the guns and ballast can be got at any time.

The subject of Colonel Guasque has caused me much uneasiness, because I am sure he deceived you, and equally so that he had an object in coming here other than affording gratuitous assistance. I studiously encouraged him and his caboclos by civility, and proffered assistance; but, although the party affected so much, I could not persuade them to effect any thing.

In discovering the bottom of the wreck (judging from the single wretched attempt which they made), we did more in one day than he and his gang could have accomplished in a month: however, they are gone, and I can assure you, with the greatest confidence, that they are no loss to us; for, admitting their ability to sally from beneath the bell, it is more than compensated for by the removal of the launch, from which it is suspended, to any part which I wish to examine; and with regard to the fishing and the cutting wood, neither has been done unadvisedly; for when the people concerned were in my tent, I asked about the former, and it was thought so lightly of, that they even laughed at my making the request; and as to wood, I have repeatedly talked to the natives on the subject, and find that every one cuts whatever he pleases, and, in fact, that it is not at all considered property; but that it would be rather desirable that the land was cleared of it; independently of which, the heavy rains have been so severe, that, unless I had built huts for my men, disease, and consequent physical weakness, would have rendered our utmost exertions unavailing; for after a long day's labour, and exposure to a scorching sun, a wet bed would have been more than the strongest constitution could bear.

The restriction on fishing I regret, because of the men living so much on salt meat; but I shall hope, sir, that you will feel, as I do, that, notwithstanding what the colonel has said on the subject, there is no objection whatever on the part of the natives to our catching as much fish as we choose; and I am happy to have met your wishes by conciliatory measures and general civility, propitiating their

The only articles of consideration which have hitherto been recovered are some copper bolts; they are placed close to the door of my hut, under the charge of a sentry; I keep an account of them myself; they are immediately under my own eye, and I therefore trust, sir, you will be assured that they never have been nor can be purloined in any way by anybody, and that no vigilance shall be wanting on that head; it is my intention, so soon as I can spare hands from more urgent duties, to make a regular platform and covering for them, as well as for whatever stores may be recovered; and should we recover any treasure, it will be immediately deposited on board the "Lightning," should this arrangement meet your approbation.

11.20 A.M. Thus far I had written before I went to the cove with the bell, from which I have returned for a moment, to have the happiness of informing you that our efforts are crowned with success.

We have taken up about \$3,000, and are continuing to do so as fast as one man can separate them from the rubbish and between the rocks; they are very much scattered, but at present the men do not see the termination of them.

As the bell requires my incessant attention, I hope you will excuse my adding more: allow me to congratulate you, sir; I have enclosed periodical returns, weekly accounts, sick report, and demand for provisions.

I am, &c.

(signed) *Thomas Dickinson*, (B.),
Commander.

— No. 16. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to Commander *Thomas Dickinson*, of H. M. Sloop "Lightning;" dated H. M. Ship "Warspite," Rio de Janeiro, 2 April 1831.

Sir,

THE gratifying intelligence communicated at the close of your letter, dated the 31st ultimo, has given me great satisfaction; and while I congratulate you on this favourable issue to your exertions, I have no doubt that an unremitting continuance of them must lead to still further success, and I hope finally terminate in the complete accomplishment of the service under execution.

With respect to fishing in the neighbourhood of Cape Frio, I shall be delighted to find you are enabled to carry it on without giving offence to the persons who claim the property; and as I perfectly appreciate the advantage which the tents you have erected on shore must be to the health and comfort of the men, as well as the facility and despatch which their vicinity to the place of your operations will, of course, give to the service, I approve of your having erected them, even though the wood you cut to compose them should have to be paid for.

I feel perfectly convinced that you will proceed with your usual zeal and spirit in the prosecution of your arduous duties, which daily become more interesting, and you may be assured that I shall continue to afford you every possible facility and assistance.

I am, &c.

(signed) *Thos Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 17. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to Captain the Honourable *George Elliot*, Admiralty; dated H. M. Ship "Warspite," at Rio de Janeiro, 20 April 1831.

Sir.

\$47,000 value of treasure had been recovered from the wreck, up to the 12th instant, by means of the small bell only, and that as the derrick so long in preparation has now fortunately, and almost beyond all expectation, been placed in its position, I look forward to the recovery of every thing valuable which remains at no very distant period.

Their Lordships will see in my last letter to the captain my intentions relative to the removal of the treasure to England, and the measures I conceive to be necessary to give some degree of official authenticity to the proceedings connected with it, which is a point of some delicacy, because, although I feel the utmost reliance upon the vigilance and care of Commander Dickinson, yet, as it involves the property of absent parties, I am most anxious that every precaution should be observed, so as to satisfy the minds of even the most scrupulous as to prevent, as far as possible, the very chance of misconception.

I have, &c.

(signed) *Tho' Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 18. —

COPY of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," to Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "Warspite," Rio de Janeiro; dated Cape Frio, 12 April 1831.

Sir,

ON this occasion I address you with highly gratifying feelings, after three days the most harassing and fatiguing that ever I experienced, as well as to all employed: the derrick is in its place, and I have no doubt will be equal to our most sanguine expectations, and answer the purpose for which it is intended. The circumstances of its enormous weight, length and great pliability (it being composed of near 20 pieces), the great quantity of gear, and number of purchases in use, the swell in the cove rendering it difficult as well as dangerous for the boats to act, and, above all, the necessity of having from 60 to 70 men employed over the cliffs, some suspended by ropes, and others not so, and all exposed to the constantly falling of loose fragments of rock, render it truly astonishing that this work should have been accomplished without a loss of life, however great the precautions used; but I am truly delighted to state, that not the slightest accident has occurred.

It is with great reluctance that I request a further supply of rope; but the spar being so pliant, and having to sustain so great a weight, render it necessary that it should be firmly supported in every part; there is a considerable wear and tear of the smaller rope, but the hawsers will be all returnable after the service is completed.

The north-easterly winds have much facilitated our operations, and I am happy to say, that the amount of treasure recovered up to this period is of the value of about \$47,000; we are now obliged to dig several feet through a mass of decayed provisions, powder, and, in fact, confused materials of every description, the horrible stench from which distresses the diving-bell men very much indeed; I am astonished that they hold out so well; however, as I am training some of my own people, we shall soon have more reliefs; and I hope, so soon as the derrick comes into operation, to work both bells at the same time.

It would be very essential to me to know the amount of treasure lost in the late "Thetis," the quantity of each description, and where stowed, and particularly if there were any diamonds on board; if, sir, you will furnish me therewith, I shall feel much obliged.

I send back the supply of officers and men which came last in the "Adelaide;" they have worked very well; and I am glad to state, that acting Lieutenant Codd has given me much satisfaction by his diligence and exertion during their short stay here.

The weight of the gold I have not been able to send, not having scales and

see any occasion for him, yet, as it is possible there may be, I venture to detain him.

Enclosed herewith I transmit demands for provisions and stores, an account of treasure recovered, report of proceedings going on, and journal.

I have, &c.

(signed) *Tho^s Dickinson*, (B.),
Commander.

—No. 19.—

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., dated H. M. Ship "Warspite," Rio de Janeiro, 17th April 1831, addressed to Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," at Cape Frio.
Sir,

I HAVE to acknowledge the receipt of your letters, dated the 12th instant, and am much pleased to find you have at length succeeded in erecting the derrick, and that, even with your previous limited means, you have already been so fortunate in the recovery of treasure ; for I am perfectly aware of the difficulties with which you have had to contend, and appreciate the labours and anxiety required to surmount them.

Having received a letter from my Lords Commissioners of the Admiralty, directing me to use every means for the protection of the treasure sunk in the "Thetis," in consequence of an application from the committee at Lloyd's to that effect, I am desirous, by an early remittance of the recovered treasure, to show that their Lordships' directions have been fortunately anticipated, and to convince the committee that the interests of British merchants can never be overlooked by the Royal Navy.

It is my intention, therefore, that as soon as treasure shall be recovered to the amount of \$100,000, it should be remitted to the Bank of England in the name of the salvors, that, upon due security being given, it may be disposed of as soon as possible, and the proceeds placed at interest for the benefit of the owners, until the whole sum which can be recovered is finally ascertained, and the salvage decided ; you will cause the treasure recovered to be counted, weighed and packed up in proper cases in the presence of yourself, and the signing officers of the ship, marking the cases with the word "Thetis," and numbering them in succession ; and you will cause a register of their actual contents, by number and weight, to be kept by some responsible person, sending an abstract of such register duly signed by the above-mentioned officers, with every shipment made for conveyance to England.

It will also be necessary that an immediate correspondence commence, on the part of the salvors, with the special committee nominated by the committee of Lloyd's to act in all matters connected with the treasure sunk in the "Thetis," so that a regular system may be pursued, and the mutual interests of both owners and salvors of the property recovered be clearly defined and secured.

I now send you a copy of the last return of treasure received from the "Thetis," which I have reason to believe contains an account of all that she had on board when she sailed from Rio Janeiro, with the exception of about \$3,000, said to have been received here, and of which no account was rendered to me. The whole, without any exception, was stowed in the spirit-room.

I am perfectly satisfied with the manner in which you have filled up the form which I gave you for reporting your proceedings, and will dispense with your sending detached extracts from your journal, as I only shall require a complete copy of it at the completion of the service.

The master, boatswain, carpenter and carpenter's crew of the "Warspite," as well as the armourer, are to be sent in by the "Adelaide" immediately, as their presence on board their ship has become indispensable.

You will receive the stores and provisions which you demanded in your last letter, and I rely upon your being guided, in your expense of the stores, by the most strict economy.

I am, &c.

— No. 20. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to Captain the Honourable *George Elliot*, Admiralty; dated H. M. Ship "Warspite," Rio de Janeiro, 22 April 1831.

Sir,

THE "Adelaide" tender having arrived last evening from Cape Frio, I have much pleasure in acquainting you, with reference to my letter, No. 38, that the treasure recovered from the wreck now amounts to the estimated value of \$70,000.

Captain Dickinson says, that the great bell will be suspended from the derrick, and in operation, in the course of a few days, and it is to be hoped that the progress in getting up the treasure and other articles will be accelerated in proportion.

I have, &c.

(signed) *Thos Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 21. —

EXTRACT from a Letter of Rear-Admiral Sir *Thomas Baker*, K.C.B., dated H. M. Ship "Warspite," at Rio de Janeiro, 26 April 1831, addressed to Captain the Honourable *George Elliot*, R.N., Admiralty.

UNDER all these circumstances, I have deemed it proper to direct the "Eden" to be prepared for proceeding home as soon as possible, and she will sail in a few days; but as I am desirous, in the present reduced state of this squadron, to make every vessel available to the utmost, the "Eden" will call at Cape Frio, to receive from the "Lightning" such treasure as may be recovered from the wreck, which, in all probability, will exceed the value of \$100,000.

— No. 22. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to the Honourable *George Elliot*, Admiralty; dated H. M. Ship "Warspite," Rio de Janeiro, 19 May 1831.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that by Captain Dickinson's last report, up to the 16th instant, the large diving-bell was in full operation from the derrick, and the whole sum then recovered exceeded \$93,000.

Their proceedings under water appear to be retarded by large masses of loose rock, which they are employed in removing, after which there is good reason to expect, from several indications, that the principal part of the treasure will soon be recovered.

The bell now goes down without much regard to the actual state of the winds or sea, and the only difference is, that in rough weather so much agitation is occasioned in the bottom, under water, as to prevent the men working, except at very short and irregular intervals while the bell remains stationary.

Their Lordships, looking at the anxiety which the operations at Cape Frio have occasioned me, will easily conceive that I feel very much interested in the favourable termination of the enterprise, as well as it regards the public stores, which are all buoyed, and will shortly be raised, as it does the private treasure; and as, in my opinion, uniformity of measures is indispensable, I feel assured that any interruption

expectations ; I have, therefore, to request that their Lordships will be pleased to permit Commander Dickinson to continue on his present duties until they are completed, that officer being perfectly acquainted with my plans and intentions, and having hitherto carried them into execution to my satisfaction.

I have, &c.

(signed) *Tho' Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 23. —

COPY of a Letter from the Secretary of the Admiralty to Rear-Admiral Sir *Thomas Baker*, K.C.B.; dated 8 August 1831.

Sir,

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 19th of May last, No. 55, relative to the proceedings of Commander Dickinson, for the recovery of the treasure on board the "Thetis" at the time that ship was wrecked, I am commanded by their Lordships to acquaint you, that they have no objection to that officer remaining on the service in question, as you have proposed.

I have, &c.
(signed) *John Barrow.*

— No. 24. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., to the Honourable *George Elliot*, Admiralty; dated H.M. Ship "Warspite," Rio de Janeiro, 11 June 1831.

Sir,

I HAVE the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, copy of a letter from Commander Thomas Dickinson, of his Majesty's Sloop "Lightning," at Cape Frio, dated the 20th ultimo, reporting the total destruction of the immense derrick which had been erected for working the large diving-bell, by which, not only the bell, but the whole of the valuable apparatus attached to it, have been sunk, and in all probability destroyed.

Their Lordships will observe, by the enclosed copy of my reply to Commander Dickinson, the sentiments I entertain upon the subject, as well as the measures I have directed to be pursued to remedy the disaster, and in the meantime the small diving-bell suspended from the launch will be constantly employed, when the weather permits, in carrying on the work of recovery.

Unfortunately the construction of the derrick, instead of getting the suspension cables across, as I had directed, has consumed the favourable period of the year for our operations, but still there is no doubt whatever, in my mind, of the ultimate success of the enterprise.

The public stores are all buoyed off, and the treasure actually recovered amounted, by the last accounts, to about \$ 140,000.

I have, &c.
(signed) *Tho' Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 25. —

COPY of a Letter from the Secretary of the Admiralty, dated 11 August 1831, addressed to Rear-Admiral Sir *Thomas Baker*, K.C.B.

Sir,

the endeavours to save the treasure from the wreck of the "Thetis" beyond the attendance of the ship employed on that service, and the use of her crew, when the service will admit of it.

I am, &c.

(signed) *John Barrow.*

— No. 26. —

COPY of a Letter from Commander *Thomas Dickinson*, (B.), dated Cape Frio, 20 May 1831, addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B. H. M. Ship "Warspite," Rio de Janeiro.

Sir,

It is with deep regret that I inform you of the total destruction of the derrick, and the consequent stop, for the present, to our obtaining any more of the property sunk in his Majesty's late frigate "Thetis."

On the 17th, after removing some rocks of large magnitude, we succeeded in getting a considerable quantity of the treasure, and on the morning of the 18th several thousand dollars, and with a prospect of a great many more; but at about nine o'clock, the wind being from the south-westward, the sea set in so heavily and suddenly, that it was with difficulty the people got in from the stage, and by noon the waves were beating 70 or 80 feet up the cliffs.

In the course of the night the wind increased to a gale, and at an early period of the morning the cove was in a state of indescribable agitation, the spray rising and flying over the cliffs to which the guys and topping-lifts were attached, and every wave which rolled in striking against the derrick with such violence, that nothing composed of wood, however secured, could withstand. From this moment I was convinced that it must give way, if the gale continued, a conviction which, I lament to say, was too truly verified.

At 10 a tremendous wave rolled in, and struck with such force against it, as to break it off within about 20 feet of the step, and since which it has separated into five parts, which are now beating about the cove. A great deal of the gear has been saved, but, unless we can be supplied with another pump for Fisher's watering apparatus, I fear our loss is irreparable in that of the one we were supplied with from the "Warspite," and I am under much apprehension that most of the blocks will be destroyed by friction against the rocks; those of the greatest importance are the "Warspite's" jeer-blocks, which are attached to the diving-bell. The gear had just been completed for weighing the guns and other heavy articles, and had the weather continued favourable, I should, at an early period, have got some of them up.

I am now using the utmost exertion in preparing to get a cable across to suspend the diving-bell to; and, if we can get an appropriate air-pump, I hope to have it working in a fortnight. I procured the fire-engine from the "Eden," and have sent Mr. Moore, the engineer, to Rio to get it adapted as an air-pump, but I fear it will not be of sufficient power for a large bell.

I send Mr. Delafons, the first lieutenant, with this, overland, who will describe all the particulars, and he has also my instructions for the purchase of various stores, which, should the "Adelaide" be coming here, I should be glad to have forwarded with him.

I trust, sir, that this catastrophe, however much to be lamented, will not induce you to think that we shall not ultimately succeed to a great extent. I have great confidence in the plan I am adopting, although I am aware that it cannot answer so well as the derrick did; and as I am also fitting the Brazilian launch for working the small diving-bell, I have no doubt but, in a short time, we shall be in full operation in continuance of this duty.

It affords me the highest satisfaction, that not a single accident of any moment, as regards the people, has occurred up to this time.

— No. 27. —

COPY of a Letter from Rear-Admiral Sir *Thomas Boker*, K. C. B., on board H. M. Ship "Warspite," Rio de Janeiro, addressed to Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," at Cape Frio; dated the 29th May 1831.

Sir,

I HAVE received your letter, dated the 20th instant, reporting the total destruction of the derrick which you had erected for working the diving-bell, and feel exceeding regret, but no surprise, at this unfortunate termination to a contrivance in which I never had much confidence, and upon which I am sorry to think so much valuable time and anxious labour has been expended.

When I first despatched you upon your present duties, I particularly enjoined you to try the plan of the suspension cables, as the one which appeared to me best calculated for the purpose of the readiest application, and every way the most suitable to the limited means we possessed; but unhappily you were by some means induced to abandon a plan which we both seemed to consider a good one, previous to your departure, and to adopt and proceed without instructions in another presenting innumerable difficulties and chances in its accomplishment, and entailing a serious expense, and certain loss of the very best time of the year, before it could possibly be brought into efficient operation, even if it should eventually succeed, which was doubtful from the beginning.

It is proper that I should say thus much upon a project which I was prevailed upon to allow you to follow, by your assurance, that the plan of the suspension cables was extremely difficult, if not wholly impracticable; and that the derrick was actually in considerable progress, and would be finished in a very short period.

Having now, however, returned to the plan of the suspension cables, it is my direction that you go on with it with the utmost vigour, so as to redeem, if possible, the time we have lost; and as I am quite persuaded that, if judiciously arranged, it is not only practicable and simple in its execution, but every way adequate to the end proposed: you will on no account deviate to other theories and devices, with which your experience is not perfectly familiar; and as I fully detailed to you personally my ideas on the plan you are now pursuing, and particularly described the means for carrying it into execution, I conceive it would be superfluous at present to prolong my observations.

As my anxiety to afford you every aid and encouragement in the prosecution of your arduous service remains unabated, I have attached the "Adelaide" tender to the "Lightning," while the latter continues employed at Cape Frio; but, if the "Lightning" should be removed to other duties, the "Adelaide" shall be transferred to the next ship of the squadron placed to guard the wreck until further orders.

With a view to strengthen your force, I have directed 16 supernumerary boys to be sent, with several other persons, by the "Adelaide," whom you will bear on the supernumerary list, according to the directions you will receive on their respective cases.

I unexpectedly found Mr. Moore, the engineer, some days ago here engaged in making alterations in the apparatus of a fire-engine, and under instructions from you to perform certain affairs connected with the enterprise, without reference to me, and without your having apprised me of the circumstance; it is therefore necessary that I should inform you, that in all cases when you may conceive it indispensable to detach any persons upon duties of a similar nature, you will in future give me a minute detail of the circumstances, and your reasons for so doing.

An unexpected exigency of the public service having deprived you of the valuable aid of the "Warspite's" launch, I am desirous of rendering that occurrence as little prejudicial to your operations as possible, and have consequently attached that ship's second pinnace to the "Adelaide" in the meantime, and I have no doubt she will prove of essential service.

— No. 28. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., to the Honourable *George Elliot*, Admiralty; dated H. M. Ship "*Warspite*," Rio de Janeiro, 1 July 1831.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that by Captain Dickinson's last report from Cape Frio, up to the 22d ultimo, it appears that treasure to the amount of \$280,000, equal to about 56,000*l.* sterling, had been recovered, and they were rapidly proceeding with the work.

I have, &c.

(signed) *Tho Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 29. —

EXTRACTS from a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "*Lightning*," dated Cape Frio, 17 September 1831, addressed to Captain *G. W. Hamilton*, c. B., H. M. S. "*Druid*," senior Officer at Rio de Janeiro.

I HAVE the honour to state to you, that, in compliance with your directions, I arrived here on the 25th ultimo, and so soon as the weather would admit recommenced operations, and have succeeded in taking up treasure to the value of about \$ 58,000 dollars, which is now deposited on board the "*Lightning*" for safety, awaiting the arrival of some ship to carry it to England. I should think that two months from this time will accomplish every thing that is practicable. I do not send the treasure by the "*Adelaide*," for the following reason: my instructions from the Commander-in-Chief state, that whatever vessels may be appointed from time to time for conveying it to England, shall call in at Cape Frio to receive it; therefore to send it to Rio de Janeiro would be inconsistent with such instructions; also, I do not think the schooner a description of vessel in which I could entrust so large a sum of money, and I have no means of insurance between Cape Frio and Rio de Janeiro. I am most anxious that the treasure should be forwarded to England as speedily as possible, and therefore request you will be pleased to apply to his Majesty's Chargé d'Affaires to direct the packet to call here for it, or, if it is your pleasure, to forward this my request to him.

— No. 30. —

COPY of a Letter from Captain *J. Townshend*, Captain of H. M. Ship "*Dublin*," and senior Officer at Rio de Janeiro, to Captain Honourable *George Elliot*, Admiralty; dated 15th October 1831.

Sir,

WITH reference to my letter of the 19th September (No. 2), I have now to acquaint my Lords Commissioners of the Admiralty, that the "*Opossum*" having failed in calling at Cape Frio, owing to the bad state of the weather, I applied to his Majesty's Chargé d'Affaires to permit the "*Lyra*" packet to touch there for the treasure which it was intended to embark in her.

That vessel sails to-morrow morning, and I expect that by the time she arrives, upwards of \$ 100,000 will have been recovered.

I enclose an extract from Commander Dickinson's letter, giving an account of his proceedings: and

— No. 31. —

EXTRACT of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," dated Cape Frio, 8 October 1831, addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B., or the senior Officer at Rio de Janeiro.

IN compliance with your orders of the 4th instant, I have the honour to state, that the "Opossum" has not called here for the treasure recovered, supposed to have sunk in his Majesty's late frigate "Thetis," which, by our continued exertions, now amounts to the value of \$ 77,000 or thereabouts, which, in accordance with your wishes, shall be sent by the "Lyra" to England.

The large diving-bell for the suspension cable is now ready for operation, and will be put in practice to-morrow, should the weather admit, which there is every prospect of; the completion of the construction has been attended with immense labour; I anticipated a great deal, as well as difficulty; but the fastenings to the cliffs caused much greater obstacles than I could possibly foresee, the rocks being of that nature that (after a great deal of toil in excavating to get securities for the bolts, and having fixed them in their places), a short period of exposure to the atmospheric air split them to pieces, and of course new fastenings became necessary. It is now my intention to work both bells at once, and I hope in a short time to get up a good deal of public property.

— No. 32. —

COPY of a Letter from Captain *J. Townshend*, of H. M. Ship "Dublin," at Rio de Janeiro, dated 5 November 1831, and addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

I HAVE the honour to transmit extracts from a letter I have received from Commander Dickinson, of his Majesty's Sloop "Lightning," dated the 27th of October, giving an account of his proceedings to that time; and I beg to inform their Lordships, that, in consequence of their directions not to incur any expense on the part of the public in recovering the treasure lost in the "Thetis," I have refused to supply a 6½-inch hawser, which Commander Dickinson had demanded.

I have, &c.

(signed) *J. Townshend*,
Captain and senior Officer.

— No. 33. —

EXTRACT of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," dated Cape Frio, 27 October 1831, addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B., Commander-in-Chief, or the senior Officer, Rio de Janeiro.

Sir,

THE "Lyra" sailed on the 26th instant, with treasure to the value of about \$ 96,000.

The large diving-bell has been several times used from the suspension cable, but the weather and sea have been so precarious, that my operations with it have not been so extensive as might have been expected at this period of the year.

On the 12th instant, there were seven Brazilian gentlemen visited the island, I believe, for the purpose of general observation as to my situation here. They told me they understood I had a fort. inquired the quantity of treasure obtained

of them have gone to Rio de Janeiro to report, and that they are provincial deputies.

We still see some treasure from the diving-bell, but it lies so amongst the rocks, that it will require great labour to obtain it.

We have endeavoured to examine the net, but it appears that the repeated south-westerly winds have utterly destroyed it, and, indeed, I am convinced, that if it had been made of iron, that must have been the case; it does not appear to have even been of the slightest use. I will, at some favourable opportunity, endeavour to recover the chain cable to which it was attached.

(signed) *Tho Dickinson, (B.),*
Commander.

— No. 34. —

COPY of a Letter from Captain *J. Townshend*, of H. M. Ship "Dublin," dated Rio de Janeiro, 19 November 1831, addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

HEREWITH I transmit "extracts" from a letter of Commander Thomas Dickinson, of his Majesty's Sloop "Lightning," giving an account of the continuance of his operations for recovering the treasure, stores, &c., from his Majesty's late ship "Thetis."

I have, &c.

(signed) *J. Townshend,*
Captain and senior Officer.

— No. 35. —

COPY of a Letter from the Secretary of the Admiralty, dated 6 January 1832, addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B.

Sir,

HAVING laid before my Lords Commissioners of the Admiralty a letter from Captain Lord James Townshend, enclosing the report addressed to that officer by Commander Dickinson, of the "Lightning," on the 16th November last, relative to his operations in the recovery of treasure and stores from his Majesty's late ship "Thetis," I am commanded by their Lordships to acquaint you, that on this representation they are pleased to direct that you should recall the "Lightning" to resume her station.

I am, &c.

(signed) *John Barrow.*

— No. 36. —

EXTRACT of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," dated Cape Frio, 16 November 1831, addressed to Rear-Admiral Sir *Thomas Baker*, K.C.B., Commander-in-Chief, or the senior Officer at Rio de Janeiro.

THE very unfavourable state of the weather, as regards our operations, has retarded our progress, and since my last return the amount of treasure recovered is but small: at present we are doing nothing the sea continues so high nor is

chain-cable, but the latter is so entangled, that unless it can be cleared, the weight, I fear, will be greater than we can purchase.

The guns, I presume, will be quite ruined, and therefore not worth the work, and I beg to submit to you whether the recovery of the rest will be worth the occupation of the ship.

(signed) *Thomas Dickinson*, (B.),
Commander.

—No. 37.—

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B, dated H. M. Ship "Warspite," Rio de Janeiro, 21 December 1831, addressed to Captain the Honourable *George Elliot*, R. N., Secretary Admiralty.

Sir,

SINCE my return here I have received a letter from Commander Thomas Dickinson, of the "Lightning," giving a short account of his proceedings, from which I am happy to acquaint you, that they have succeeded in recovering a variety of public stores, such as shot, guns and ballast, together with upwards of \$520,000 value of treasure from the wreck of the "Thetis."

The large bell, which was completed a few days ago, is now suspended and wrought from the suspension cables, of which I have already given you some account; but you will observe, that the principal part of the great amount of treasure recovered, has been recovered by the small diving-bell suspended from the launch, to which I have so frequently alluded. For some time lately, until a few days ago, the quantity got up was so very small, as to induce a belief that little more could be saved; but by the movement of some large rocks at the bottom of the cove, in about six fathoms water, a new mass of treasure was discovered, which they were busily engaged in fishing for when the "Adelaide" departed.

The malicious reports which had been industriously spread by interested persons regarding our having taken permanent possession of the island of Cape Frio, and from which it was said the inhabitants were not only excluded, but their fisheries on its shores interrupted, have been recently proved to be wholly groundless, and a public declaration to that effect has been issued by the Government.

This circumstance gives me great satisfaction; for although previous to my recent departure I had produced the clearest evidence, the declarations of the mayor and inhabitants near Cape Frio, in writing, that the rumours against us were untrue, still, from the jealous nature of these people in all cases where foreigners are concerned, I apprehended much petty annoyance, if not a total interruption to the enterprise.

Such part of the public property recovered as has been brought to Rio Janeiro by the "Adelaide" has now been shipped in the "Neva" transport for England, and as more articles are, from time to time, recovered, they shall be sent home by any proper conveyance that may offer.

Since writing the foregoing paragraphs I have had a personal interview with Commander Dickinson, who informs me that they have now got up \$544,000 value of treasure, and that, although they have experienced much obstruction from the large rocks, some of which are estimated to exceed 15 tons weight, still he expects to go on some time longer with success.

He says that the guns are completely useless, and so decomposed, that they may be penetrated by a nail to any depth, and that the two chain cables are so twisted on every side round the peaks of fixed rocks at the bottom, he despairs of their recovery.

It is estimated that, with a continuance of the present favourable weather, all that can be done in the enterprise will be accomplished in about a month.

I have, &c.

(signed)

Thomas Baker.

— No. 38. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "Warspite," Rio de Janeiro; dated 15 March 1832, addressed to Captain the Honourable *George Elliot*, Secretary Admiralty.

Sir,

REFERRING to my letter, No. 19, dated the 26th of February last, relating to the proceedings going on at Cape Frio, I have the honour to acquaint you, that, in consequence of Mr. Barrow's letter, No. 1, of the 6th of January, I immediately issued orders for the return of the "Lightning" to this port; but as Mr. Barrow's letter which directed the "Lightning's" recall to her station was evidently occasioned by the disheartening view taken by Commander Thomas Dickinson in his letter of the 16th November 1831, to Lord James Townshend, and did not seem to me to imply that the enterprise of going on with daily increasing success, and thereby promising almost a certainty of saving nearly the whole of the stores and treasure should be abandoned, and as, in addition to what I had seen myself at Cape Frio, I had subsequently received a letter from Commander Dickinson, of which the enclosed is a copy, wherein it appears that ever since my departure from that place they had been unexpectedly successful in the recovery of his Majesty's stores, and also of a quantity of treasure, and that, consequently, their hopes had remarkably improved as to the favourable termination of the work, I felt I should best fulfil their Lordships' intentions, and benefit the public, by continuing and urging on the enterprise with vigour to the end, so I appointed the Honourable Commander de Roos, a spirited young officer, who was delighted with the particular service, and whose abilities I considered fully equal to carry it on, to proceed in the "Algerine," under his command, to relieve the "Lightning" at Cape Frio, and she sailed on the 4th instant.

Yesterday the "Lightning" arrived, and I am happy at being enabled to acquaint you, for their Lordships' information, that she has on board upwards of \$60,000 value of treasure recovered within the last few days, and it will be observed by the enclosed copies of letters and other papers from Commanders Dickinson and De Roos, that, besides a number of articles of public property saved by both vessels, the "Algerine" alone had picked up more than \$30,000 value, which is not on board the "Lightning," and when the latter sailed the weather was fine and every way favourable, and the satisfactory labours of recovery were proceeding with unabating success.

Under these circumstances, I trust, sir, their Lordships will not see reason to disapprove of my proceedings in so peculiar a case, and I rely with confidence that at least the motives by which I have been actuated on this occasion will be deemed and accepted as a reasonable excuse.

I have, &c.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 39. —

COPY of a Letter from Commander *Thomas Dickinson*, (B.), of H. M. Sloop "Lightning," dated Cape Frio, 29 February 1832, and addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B., H. M. Ship "Warspite," Commander-in-Chief, Rio de Janeiro.

Sir,

I HAVE the honour to acknowledge the receipt of your despatch of the 21st instant.

It affords me much pleasure to state, that the weather having of late been much

I have felt considerable anxiety to be able to state to you to what further extent we may be likely to succeed ; but the sea at the bottom has for some days past been so very thick, that it is impossible to speak with anything like certainty ; but we have to-day had an extensive observation of the bottom of the cove out to as great a depth of water as we can work in, and could find but two carronades, (and they are so buried in amongst the rocks that we carried away our gear in attempting to get them up) ; but I do not think this can be the extent of our prospects on this head, for I still believe there must be more guns within our reach, and this I shall ascertain the first day the water is sufficiently clear ; but as the " Adelaide " is loaded, and I am afraid she may be wanted, I could not detain her any longer.

We have taken up a small quantity of treasure, and it is not unlikely that we may fall in with a little more occasionally ; there is also a good number of copper bolts, which we are daily taking up.

Should it suit your pleasure, I should be glad to know if, when I feel certain that nothing more can be done here, I am at liberty to get the stores on board preparatory to leaving this place.

I have the honour to enclose a copy of the ship's log, report of proceedings, return of treasure recovered daily, list of stores sent by " Adelaide," weekly accounts, and sick report ; trusting that this report will be satisfactory,

I have, &c.

(signed) *Thomas Dickinson, (B.),*
Commander.

P. S.—Although I am unwilling to trouble you with a correspondence so purely private as that between myself and Messrs. Samuel Phillips & Co, I am induced to forward to you a copy of one from me to them of the 15th July 1831, and extract of one from me to them of the 23d June 1831, in order that you may be acquainted with their conduct towards me as regards the vouchers.

(signed) *T. D.*

— No. 40. —

COPY of a Letter from Commander *J. F. F. de Roos*, of H. M. Sloop " Algerine," dated Cape Frio, 12 March 1832, addressed to Rear-Admiral Sir *Thomas Baker*, K. C. B., Commander-in-Chief, Rio de Janeiro.

Sir,

IN compliance with your order of the 2d instant, I sailed from Rio de Janeiro on the morning of the 4th, and arrived here on the afternoon of the 6th, when I communicated with Captain Dickinson, of his Majesty's Sloop " Lightning."

The weather was unfavourable on the following day, but on the 8th I sent my boats and people to assist in towing the bell-boat, to observe the progress of the operation going on, to survey sound, and perform other duties connected with the peculiar service on which I have the honour to be employed. The 9th was employed on the same duties, after which, Captain Dickinson resigned his charge, and left me 20 men to assist the work.

On the 10th I commenced operations, and I am happy to inform you, that our exertions were crowned with success, by the recovery of a large quantity of copper belonging to his Majesty, and other property of considerable value, as mentioned in the accompanying return.

Yesterday we were fortunate enough to discover an 18-pounder gun, which, with the chain-cable, used as a net, and other valuable stores, we have not a doubt of recovering ; a large amount of private property was also added to that already obtained.

This great and unexpected success has rendered myself, my officers and ship's

The conduct of Messrs. Pope & Smith, the master and purser of the "Lightning," calls forth my warmest thanks for their readiness in affording me information.

I have, &c.

(signed) *J. Fred^h F. de Roos*,
Commander.

P. S.—A few articles, agreeable to the enclosed list, I consider necessary for the enterprise, and I shall feel obliged to you by your causing them to be supplied to me.

— No. 41. —

EXTRACT of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., dated H. M. Ship "Warspite," Rio de Janeiro, 30 March 1832, addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

No occurrence of any importance has arisen on this station, as far as I am aware, since my letter to you of the 17th instant.

The "Maidstone" sailed hence for England yesterday morning, with directions to call in at Cape Frio to receive the treasure which has been recovered by the "Algerine," and as Mr. Aston, his Majesty's Chargé d'Affaires here, had transmitted to me the letter, of which I have the honour to enclose you a copy, expressing the request of the Brazilian Government to know when the operations at Cape Frio would positively cease, Commodore Schomberg is directed, in conjunction with Captain Talbot, of the "Warspite," and the Honourable Captain de Roos, of the "Algerine," to hold a minute and careful survey on the state and prospects of the work, and to report their opinion as to the probable number of days of favourable weather which will still be necessary to bring the enterprise to a conclusion.

From the last report sent by Captain de Roos up to the 24th instant, wherein he states that they had already recovered a gun and other articles of public stores, and upwards of 60,000 dollars since they commenced, and that he felt confident of still further success, I am very desirous to prosecute the undertaking, as far as prudence will allow, and I have therefore written a reply to Mr. Ashton, agreeably to the accompanying copy, and I trust that we shall be enabled, by urgent exertions, to finish the work of recovery in the course of a short time, without interruption.

— No. 42. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., dated H. M. Ship "Warspite," Rio de Janeiro, 18 May 1832, addressed to the Honourable Captain *George Elliot*, Secretary Admiralty.

Sir,

WITH reference to my letter to you, No. 23, of the 15th of March last, reporting upon the proceedings going on at Cape Frio, for the recovery of the public stores and treasure lost in his Majesty's late ship "Thetis," I have now the honour to transmit to you a copy of a general statement, which I directed Commander Dickinson, of his Majesty's sloop "Lightning," to prepare, when that sloop was recently removed from the enterprise, by which statement you will be enabled to observe, at one view, the actual estimated quantity of treasure recovered, with the manner of its disposal; and the only remark which I deem it necessary to make on the present occasion, is, that the sum of eight doubloons, which

unwillingly obliged to express to Commander Dickinson my extreme disapprobation.

By my last accounts from the Honourable Commander de Roos up to the 13th instant, I am informed that, for the last month the weather has been so unfavourable as only to admit of their working the bell during three days, in which time, however, about \$14,000 were recovered, making the whole sum already recovered by the "Algerine" to amount to \$80,000, which, with upwards of \$588,000 recovered by the "Lightning," brings the total estimated amount of treasure recovered from the wreck to upwards of \$668,000 value.

With a view to pacify the Brazilian Government, who insisted upon a definite period being fixed for a total cessation of the enterprise, you are aware, sir, that I caused a survey to be held by Commodore Schomberg, c.b., Captain Talbot, and the Honourable Commander de Roos, who, by the enclosed report, gave it as their opinion that 30 days of favourable weather would be sufficient to finish the work. This opinion I communicated to the Brazilian authorities, but I have not yet received any reply; and as there is little reliance to be placed in either their temper or forbearance, I am urging on the work continually, and I have sent down the "Adelaide" with additional men, as well to move the "Algerine" considerably closer to the scene of our operations, as to strengthen the working parties, and to assist to the utmost in bringing the whole concern as soon as possible to a successful termination.

I have, &c.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 43. —

COPY of a Letter from the Secretary of the Admiralty, dated 10 August 1832, addressed to Rear-Admiral Sir *Thomas Baker*, K.C.B.

Sir,

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 18th of May last, No. 53, and its enclosures, relative to the operations going on at Cape Frio for the recovery of public stores and treasure lost in his Majesty's late ship "Thetis," I am commanded by their Lordships to acquaint you, that they wish the operations to be put a stop to.

I am, &c.

(signed) *George Elliot*.

— No. 44. —

COPY of a Report made by Commodore *C. W. Schomberg*, Captain of H. M. Ship "Maidstone," Captain *Charles Talbot*, of H. M. Ship "Warspite," and Commander *J. F. F. de Roos*, of H. M. Sloop "Algerine," dated Cape Frio, 11th April 1832, and addressed to Rear-Admiral Sir *Thomas Baker*, K.C.B., Commander-in-Chief, Rio de Janeiro.

PURSUANT to an order from Sir Thomas Baker, K.C.B., Rear-Admiral of the Red, Commander-in-Chief of his Majesty's ships and vessels employed on the South American station, bearing date the 28th ultimo, and to us directed,—

We, whose names are hereunto subscribed, have taken a most strict and careful survey of the operations going on at Cape Frio, for the recovery of public stores and treasure lost in his Majesty's late ship "Thetis;" and having called before us and minutely examined the officers and seamen

Mr. Wood, Master, H. M. Ship "Warspite."
Mr. Thomas, ditto, H. M. Sloop "Algerine."

Geo. Dewar - H. M. Sloop "Lightning."
Jno. Littlejohn - " ditto.
Chas. Lock - " ditto.

Every measure seems to be adopted, within the reach of those employed upon the enterprise, for the recovery of the public stores and treasure, so as to lose no opportunity of profiting by the weather when it is such as to enable the diving machine to be worked with safety.

Second. To ascertain, as near as we can judge, the number of days of favourable weather which would still be required to finish the work.

We are of opinion, after having minutely examined the officers and seamen who have been employed on the submarine operations, that, all things taken into consideration, a period of 30 entire working days may be found sufficient from this date to recover or ascertain what may be recovered of public stores and treasure which may appear fit for any useful purpose, provided such days are fine and uninterrupted from sunrise to sunset. This, however, only embraces the space immediately in the vicinity of the wreck, as pointed out in the submarine plan furnished by Commander the Honourable J. F. F. de Roos. There, of course, it must be expected that the material of the most value and importance will be found, as has hitherto been the case, with the exception of fragments of wreck that may be scattered along the rocks in too deep water to justify risking the people.

Third. To state reasons for whatever period we may assign.

The reasons which authorize these opinions are founded on the distinct and clear manner in which the men employed, as already named per margin, have answered the necessary questions on the subject when separately interrogated in our presence; they have been found to agree completely, with the exception of a few days (four or five), as to the precise period required in order to accomplish the already stated objects, ever keeping in mind the space alluded to which has been explored through the means of the diving machine, and from which the plan in question has been projected.

Fourth. To state whether there are any other means besides those now in use by which the complete accomplishment of the undertaking could be facilitated.

It appears to us that no other plan can be suggested by which the accomplishment of the undertaking can be facilitated, although there can be but little doubt that if his Majesty's Sloop "Algerine" were placed close to the encampment in safe anchorage (a thing perfectly feasible), the communication with the uninhabited island, upon which the encampment is placed, would be almost unnecessary, as the remaining recovered stores would be equally well guarded by the vicinity of the sloop, and the machinery in use be equally well protected from injury or molestation by means of a sentinel if required.

Given under our hands on board his Majesty's Ship "Maidstone," at Cape Frio, 11 April 1832.

(signed) *C. W. Schomberg,*
Commodore and Captain of H. M. S. "Maidstone."
Charles Talbot,
Captain of H. M. S. "Warspite."
J. Fredk F. de Roos,
Commander of H. M. Sloop "Algerine."

—No. 45.—

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., dated H. M. Ship "Warspite," Rio de Janeiro, 26 June 1832, addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of the last letter which I have received from the

The whole of the treasure which has been recovered since the commencement of the undertaking now amounts to \$ 694,000 in value, of which \$ 160,000 have been recovered since my second visit of inspection in February last ; of that large sum \$ 106,000 have been recovered by the "Algerine," and I am glad to see that Commander de Roos justly attributes their more recent unexpected success to the security and facility with which the diving-bell is now employed from the suspension cables, thereby confirming my former assertion, that had that plan been carried into execution at the commencement, as I directed, the enterprise at Cape Frio would have been long ago concluded, and at least an equal extent of property been saved at less than half the present expense.

I have, &c.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

—No. 46.—

EXTRACT of a Letter from Commander *J. F. F. de Roos*, dated H. M. Sloop "Algerine," Cape Frio, 20 June 1832, addressed to Rear-Admiral Sir *Thomas Baker*, K.C.B., H. M. Ship "Warspite," Rio de Janeiro.

Sir,

By the "Adelaide," which arrived here on the 16th instant, I had the honour of receiving your letter of the 13th, and I have to acquaint you, that the "Nurture" packet called in here on the 26th ultimo, at 1 P. M., received on board all the treasure then in my possession, and sailed again an hour afterwards.

On the 30th last month I brought the "Algerine" into the anchorage abreast of our encampment, within four cables lengths of the wreck, where she lays in safety, to the great convenience of the service.

Our recent success, which you will observe by the returns to be great, I mainly attribute to the advantages which we have gained by working from the suspension cables, an invention as splendid in its conception as we have found it useful in its application. We have no more anxiety, delay or danger to dread from the use of the launch. The workmen are confined to the spot which we desire to clear. We work during westerly winds, and in the proportion of two days to one former one ; moreover, the steadiness acquired to the bell is such as to have greatly enhanced the services and resources of the divers.

I consider that we have now (if I may use the expression) swept the space where we have principally worked clear to the solid bottom, but still we can distinctly trace the appearance of more treasure under the gun and clump rocks. Our energies will now, therefore, be directed to the removal of these huge impediments, and such is my confidence in the skill and determination of the officers and men under my command, that I do not at all despair of our immediate success. After the execution of this service, and the collection of some tons of copper strewed in various shapes about the cove, I am of opinion that the public and other property remaining at the bottom will be comparatively of little value.

Our necessity for the rope demanded being pressing, I shall despatch the "Adelaide" to Rio de Janeiro immediately after she shall have delivered the money on board the "Seringapatam."

— No. 47. —

EXTRACT of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., dated H. M. Ship "Warspite," Rio de Janeiro, 16 July 1832, addressed to Captain the Honourable *George Elliot*, Secretary Admiralty.

By the "Adelaide" which arrived here last night from Cape Frio. the

The contrivance of the suspension cables has enabled them to overturn the large masses of rock, of which you have heard so much, and quantities of stores and treasure have been saved from the hitherto inaccessible interstices between them; the diving-bell has been employed with security and ease, during weather and swell, which would formerly have rendered its employment impossible, and the consequent progress of the undertaking has been rapid in proportion.

For the last few days, however, the weather has been very stormy, and the sea unusually high, so that the operations have been partially suspended; but, as we are now drawing near the conclusion of the period, which we requested from the Brazilian Government, to finish the enterprise, the most incessant efforts are making to sweep the cove entirely of every thing valuable, before we relinquish our establishment.

I have good reason to be satisfied with the zealous and cheerful exertions of the Honourable Commander de Roos, and the deserving officers and crew of the "Algerine;" for while they accomplish with facility the duties formerly assigned to the "Lightning," the enterprise is happily relieved from that unfortunate despondency by which Commander Dickinson afflicted himself, and perplexed the whole proceedings.

I have, &c.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 48. —

EXTRACT of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B., dated H. M. Ship "Warspite," Rio de Janeiro, 3d August 1832, addressed to the Honourable *George Elliot*, R. N., Secretary Admiralty.

Commander de Roos reports that, having carefully examined along the bottom of the cove, and overturned every rock which had not previously been removed, without discovering anything of the least value, either of public or private property, he at length resolved, in pursuance of the instructions under which he was acting, to suspend the operations, break up the establishment, and quit the Brazilian territories.

The early departure of the "Volage," after the "Algerine's" arrival, precludes me from entering more fully into the subject of the enterprise at present, than merely observing, that the total sum saved from the wreck of the "Thetis," out of her original freight of \$810,000, amounts to about \$760,000, a sum infinitely surpassing the most sanguine expectation.

When Commander de Roos has had time to finish his returns, and the surveys on the stores from the enterprise have been completed, I shall embrace a very early opportunity of transmitting, for their Lordships' information, such intelligence and documents as may contribute to illustrate the result of that peculiar service.

— No. 49. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K. C. B.; dated H. M. Ship "Warspite," Rio de Janeiro, 10 August 1832, addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

I HAVE had the honour to receive Mr. Barrow's letter, No. 24, dated the 4th of June last, relating to the expenditure of public stores and the employment of his Majesty's Ships in saving treasure from the wreck of his Majesty late Ship "Thetis," and I beg leave to acquaint you, in reply, that the enterprise having been concluded on the 31st of July last, as referred to in my letter to you, No. 83.

measures they adopted, yet I am inclined to regret that, under all circumstances, they did not defer their application until the accounts had been placed by me before their Lordships in the regular routine of service, so that all possible misconception, both as to the peculiar nature and to the actual extent of the expenditure, might have been obviated.

When the unfortunate and melancholy loss of the "Thetis" was made known to me in December 1830, I felt it to be my indispensable duty to pursue every means in my power, not only to recover all that was practicable belonging to the Crown, but also to save, if possible, the valuable property of British subjects which had been lost by that event.

Under this impression I devoted every resource of the squadron present to accomplish the work, and a system of vigorous operations immediately commenced, which, after many failures, delays and discouragements, as their Lordships are aware, has happily terminated in the most remarkable success.

Public stores, to a large extent, as enumerated in the Enclosure (A.), have been recovered, and private treasure amounting to \$760,000 value has been restored to the owners and the country, under circumstances of the most forbidding difficulty.

To accomplish such important objects a considerable expense was necessarily incurred; but my agents, in their anxiety to be secure, have, if I am not mistaken, greatly overrated the amount.

I determined, from the first, that a most strict and clear account should be kept of the expenditure of public stores on the enterprise entirely separate from the ordinary expenses of the respective ships employed, and from the expense of private materials, and I have now the honour to forward, for their Lordships' information, in the Enclosure (B.), a statement of his Majesty's stores originally supplied to the "Lightning" for the enterprise, and a complete set of accounts, as enumerated in the Enclosure (C.), of the receipt, expenditure and return of these stores in the boatswains' and carpenters' departments on board the "Lightning" and "Algerine."

It will be perceived that the whole of these stores were supplied for this peculiar service a considerable time previous to Mr. Barrow's letter of the 11th August 1831, directing that the country should not be put to any expense in the salvage. I received that letter on my return from the Cape of Good Hope on the 9th of December 1831, since which time I have objected to any more public property being employed; and, even comparatively small as the expenditure is, there can be no question that had Commander Dickinson carried my directions for suspending a cable across the cove whence the diving-bell might have been hung, instead of deviating into the construction and erection of the enormous, unwieldy and absurd derrick, not above one-third of these stores would have been required.

By the destruction of the derrick a considerable quantity of its rigging was torn to pieces and lost, but, with that exception, it will be seen, on the official examination of these accounts, that almost the whole of the articles first supplied for the work have been, from time to time, returned into store, some of them, of course, rendered unserviceable, others half worn, and a considerable number scarcely affected.

Regarding the periods which his Majesty's ships and vessels were actually employed in forwarding the enterprise at Cape Frio, you will allow me to acquaint you, that the "Algerine" was, in the first instance, employed at Cape Frio in saving parts of the wreck, but no treasure, from the 16th day of December 1830 to the 3d day of February 1831. The "Lightning" was employed recovering public stores and treasure from the 30th day of January 1831 to the 12th day of March 1832, with the exception of the period between the 26th day of July and the 25th day of August 1831, when she was lying in the harbour of Rio de Janeiro, by order of the senior officer.

The "Algerine" returned to Cape Frio, and was employed there from the 6th day of March 1832 in recovering public stores and treasure until the 31st ultimo, when the enterprise was concluded.

The only other vessel, beside common boats, which was employed in aid of the work of recovery, was the "Adelaide," tender to the "Warspite." The "Adelaide" was employed throughout the enterprise in running between Rio de

day of September 1831, when she was sent by the senior officer on a cruise to Bahia and Pernambuco.

Perhaps it may be proper to mention, that both the "Lightning" and "Algerine" lay at anchor in Frio harbour, at a considerable distance from the scene of operations; their crews, except a few hands to watch, were encamped on the island; and I should say, the ships suffered no extra wear or tear, either in their hulls, masts, yards, sails or rigging, on account of the enterprise; but their boats were necessarily much employed, and, together with the "Warspite's" launch, which was also employed from the 16th day of December 1830 to the 16th day of May 1831, were made available to the various duties of the service, assisted by a launch which we obtained as a favour from the Brazilian Government, and now returned.

I sincerely hope, sir, that the accompanying papers and these explanations will prove satisfactory, or at least show that every attention has been paid, on my part, to preserve regularity and precision in all matters connected with the public property in this singular and complicated affair; and as I am well aware of the anxiety which exists amongst the owners of the treasure recovered to bring the subject of expenses and salvage to a speedy issue, I beg you will move their Lordships to be pleased to cause these accounts to be examined, and the value of the stores expended or worn to be estimated, with a view to the result being made known to the numerous parties whose interests are concerned.

I have, &c.

(signed) *Thomas Baker*,
Rear-Admiral and Commander-in-Chief.

— No. 50. —

COPY of a Letter from Rear-Admiral Sir *Thomas Baker*, K.C.B., dated H. M. Ship "Warspite," Rio de Janeiro, 16 August 1832, addressed to the Honourable *George Elliot*, Secretary Admiralty.

Sir,

I HAD the honour to acquaint you, in my letter No. 83, dated the 3d instant, that the enterprise at Cape Frio, for recovering public stores and treasure from the wreck of his Majesty's late ship "Thetis" was concluded on the 31st ultimo, and I now beg leave to enclose a copy of the narrative which has been transmitted to me by the Honourable Commander de Roos, regarding the proceedings on that service during the period it was under his superintendence.

I think it will be sufficiently evident, from a perusal of that narrative and of the commander's letter, reporting his return from Cape Frio, a copy of which letter I also enclose, that no labour or contrivance has been spared to save all that was recoverable of both public and private property, while the cheerful activity and enterprising spirit which have throughout this affair distinguished Commander de Roos, entitle him to claim, at least from me, implicit reliance upon his unpretending and satisfactory statement.

In my letter to you, No. 53, dated the 18th of May, I forwarded an account of the treasure recovered by the "Lightning," which was estimated at \$588,621; and you will herewith receive a similar account of \$161,590 saved by the "Algerine;" these sums together show the total quantity of treasure recovered from the wreck to be not less than \$750,000 out of \$810,000 originally sunk in the "Thetis."

I believe, sir, you are aware that I have kept up a constant correspondence with the committee of Lloyd's respecting the progress made in saving the treasure; that correspondence has now arrived at a great length, and as I have from time to time embraced those parts of it which I conceived might be interesting to their Lordships, in my various despatches to you, I deem it superfluous to trouble you with it further than to enclose, on this occasion, a copy of my last letter to Mr. Dewar, the chairman of the committee, which letter, as it takes a

intended to facilitate the just appreciation and reward of individual exertion, in saving the treasure ; but, independent of that, I wish to invite their Lordships' favourable notice to the exceedingly meritorious conduct of George Dewar and John Littlejohn, of whom every one speaks in terms of the highest praise. They have not only been of great value to the enterprise, but they are also decidedly good men and clever seamen.

The Honourable Commander de Roos, in his letter on the subject of merit, writes particularly in favour of four smugglers, named Richard Kennett, Edward Lawrence, John Hancock and Francis Spriddle, and I willingly join in the Commander's recommendation of a relaxation or remission of their sentence of foreign service, should it meet with their Lordships' concurrence ; and as perhaps you would desire to see the two letters from Commander Dickinson and De Roos regarding the general merit of the officers and men employed under their command, I take leave to enclose you copies of them, so as to complete the series of papers connected with this affair.

The protracted and harassing enterprise at Cape Frio having thus, at length, been brought to a highly successful conclusion, without accident or serious misfortune, although surrounded by very dangerous impediments, I cannot refrain from declaring my admiration at the personal exertion, perseverance and spirit so remarkably displayed by all parties in the course of that extraordinary undertaking, by which a new and peculiar distinction has been achieved for the noble service under their Lordships' control.

I have, &c.

(signed) *Thomas Baker,*
Rear-Admiral and Commander-in-Chief.

— No. 51. —

COPY of a Narrative of the Conclusion of the Enterprise at Cape Frio, by
H. M. Sloop "Algerine."

On the 6th March the "Algerine" arrived at Cape Frio, and on the following day the ship's company were employed in replacing the spars removed by the "Lightning" in making themselves acquainted, practically, with the work in the cove over the wreck.

On the 10th we took charge of the undertaking, having left, to assist the Algerine's men, 15 supernumeraries from the "Lightning" and five from the "Warspite;" the diving-bell was at this time worked by means of a boat, and as, though any degree of swell instantly stopped our progress, we had plenty of opportunities to make such preparations for the health and comfort of our people as suggested themselves ; after, therefore, having freshened the nips of all the hawsers and cables in the cove, and examined and put in order all the air-pumps, &c., &c., it was our care to new thatch and whitewash the houses.

On the 16th a minute survey was taken of the bottom, and a ground-plan made, when it was observed that the form of the spot where the spirit-room had discharged its valuable contents when the ship fell to pieces, was an ellipse, of which the major axis was 42 feet, and the minor 30 ; no treasure has ever been discovered beyond the limits of this place. It was found by us to be occupied by large boulders of granite, the interstices between which were filled up by guns and fragments of the wreck, mixed up with the precious metals, in most parts forming compact masses, which it was difficult and tedious to separate. All the northern portion of this space, or that nearest the rocks, we observed, had been removed, and the rest searched by our predecessors ; the greater part of the rocks, however, remained untouched ; and on these surveys and observations, found by constant subsequent visitations, we at once established a system of work, from which, to the end of our operations, we never deviated.

It was this, that whether our labours proved successful or the reverse, we would.

on turning the last rock. On the 17th we got up an 18-pounder long gun; on the 19th we experienced one of those mortifying checks, from a change of wind, which, till we altered the plan we found in operation of working the diving-bell, constantly interrupted our progress, discouraged the men, and delayed the operations.

On the 24th Wm. Gorman, supernumerary, having done no duty since the "Lightning" left, was sent to Rio de Janeiro.

On the 28th, under circumstances of considerable swell and great depth of water ($10\frac{1}{2}$ fathoms), we succeeded in recovering part of a chain cable, which, with a net attached, had been most judiciously thrown over the mouth of the cove to prevent the different articles of the Frigate's equipment being washed into deep water; I happened to be in the bell on this occasion, and can testify to the quantity of heavy articles which had been arrested by this means.

On the 29th we recovered the stream anchor from under a large rock.

On the 31st we got up, by a heavy purchase, the remainder of the chain cable.

Our attention now was particularly turned to selecting such spots on the surrounding cliffs as were judged best for fixing our purchases to, as it was our object to trust more to securities than either to the boats or suspension cables; and it is to this plan that I mainly attribute the non-concurrence of any accidents in our subsequent operations; when an eligible point had been chosen, an eye-bolt was immediately placed and leaded, and thus in all directions we had points to which we could direct the force of our main capstan. One of these was distant 312 feet from the object to be moved, and as much as 630 feet from the capstan.

On the 8th of April, having, in the course of our work, cleared around a long gun which was situated beneath a large rock, after various applications of our power, and the removal of three rocks, we succeeded in disengaging and getting it up. The observations which we were enabled to make at the removal of this gun confirmed our determination not to touch the remaining rocks until all the space was thoroughly cleared around them.

On the 13th the "Britomart" transport arrived, when we loaded her with all the anchors and long guns which we ourselves and our predecessors had got up, together with many tons of recovered iron. As the transport lay at the distance of two miles, and as these ponderous articles had to cross the bar, we considered ourselves fortunate in accomplishing this duty, and despatching the vessel by the morning of the 17th; at this period we experienced considerable delay from the unfavourable state of the weather, an interval of 17 days elapsing, from the 11th to the 28th, without the boats being able to go out; again, from the 4th of May to the 16th, though the weather was moderate, still the swell over the wreck was so great as to prevent the diving-bell from working.

It was during these tedious and harassing periods that we determined to adopt a totally new system of work, and, instead of using the boats, to avail ourselves of the suspension cables which had hitherto been employed principally to get up guns and heavy articles from the bottom; the small diving-bell had never been suspended to them.

On the 16th we moved a large rock (11 feet by 5 feet 8 inches), and discovered beneath it a quantity of treasure.

On the following day the bell was suspended to the cables, and left there, as a gale of wind was coming on from the south westward; on the 18th we altered the point of suspension 25 feet, bringing it directly over the ground which we were desirous of clearing.

The 22d was the first day on which we tried the effect of the cables, and in the afternoon, in a south-west wind and considerable swell, the divers succeeded in bringing up some treasure and bars of silver.

Before this, even the probability of a south-west wind coming on would have deterred us working from the boats; the gain in time, the security, and, above all, the steadiness below the water obtained by the use of the cables, now every day became more apparent, and gave fresh spirits to all employed to go through with the remainder of the work, the removal of the large rocks, whose size was now

more than four cables lengths distance from the wreck itself; this much facilitated our operations.

On the 10th June we experienced an alarm on the subject of the air-hoses, the old leather being destroyed, and the new not retaining the air; by a preparation, however, of tar, oil and grease obtained from the bottom, in certain proportions we succeeded in overcoming this difficulty without arresting the progress of the work.

On the 15th we tried the bell in a heavy swell, and succeeded in recovering some treasure, but we found the wash very great at the bottom: in the event of our not succeeding by purchases in moving the large rocks, our attention was now occupied in experiments in blowing and rending the granite, and I have little doubt but that had the former method failed, we should have been able to effect our object by these means; the skill and ingenuity of our men were never more conspicuous than on this occasion.

On the 22d we succeeded in moving a large round rock of seven feet diameter the distance of about 40 feet, and discovered a large bed of treasure beneath it: the stench of some decayed meat below was very distressing to the divers.

A 32-pounder carronade was recovered on the 26th: on the 28th we made our first great effort in removing a rock called the clump rock; from its shape it was difficult to calculate its dimensions, but it could not have been less than 40 tons in weight; our first attempt failed; on the second, when a slight change of direction in the purchase had been given, this ponderous mass started from its position, and rolled nearly 42 feet; some treasure was found beneath it.

On the 29th the supernumeraries (14 in number) belonging to the "Lightning" left us; but as our own men had acquired a thorough knowledge of the work, we did not experience any delay from their loss.

On the 1st of July we determined to move the gun-rock, which was the next in size greater than the clump, and after all was ready, by a great simultaneous effort, this huge impediment was dragged from its position; the estimated weight of the stone was 50 tons.

On the 4th we recovered the last long gun which was in sight.

On the 5th, in consequence of five hours' attentive survey by myself, we determined to move a large rock again which had been turned in the early days of our operations, before our system of work had been finally established, and the enormous sum of nearly \$ 24,000 was found beneath it.

By the 21st we had completely cleared down to the granite bottom all the space occupied by these rocks, and there only remained unexamined one place, which was occupied by a stone of vast dimensions; it was 17 feet long, 7 feet in average breadth, and 8 feet deep, which, allowing the cubic foot of granite at 183 pounds, would make its weight 63 tons; but the determination of the "Algerine" ship's company was not to be daunted even by such an obstacle, and, in order that we might leave no doubt or regret behind, it was determined, as a last effort, at all hazards to remove it; every impediment having accordingly been taken away in its intended path, and the declivity of the ground properly ascertained, three Lewis irons were fixed in the in-shore extremity, and the tackles secured by pendants to them: to give an idea of the power required, it will be enough to describe our cable purchases; a tackle was applied to the fall of a threefold purchase, and this was led to a capstan of great force, having 30 men upon it.

Happily our first effort was successful, and on the diving-bell going down, this huge stone was found to have moved a considerable distance; nothing was discovered beneath it, but we had the satisfaction of knowing that no exertion had been wanting on our parts to the satisfactory accomplishment of our duty.

The three following days were spent in re-examining the bottom, and in getting up the last fragments of the Frigate's keelson, when finding that nothing was left of which the value or importance could warrant our remaining longer, having myself frequently and minutely searched the ground, and 15-16ths of the property having been recovered, on the 24th of July we left off work, and on the 27th quitted the Brazilian territory.

SHIP "THETIS".

A COPY of the CORRESPONDENCE between the BOARD of ADMIRALTY and the Officers commanding on the Coast of Brazil; and between Captain *Dickinson*, commanding Her Majesty's Ship "Lightning," and the Officers commanding on the Coast of Brazil, in the Years 1830, 1831 and 1832, respecting the Recovery of the PUBLIC STORES and TREASURES sunk in Her Majesty's Ship "Thetis," at Cape Frio.

(*Viscount Ingestre.*)

Ordered, by The House of Commons, to be Printed,
20 May 1847.

431.

Under 8 oz.

COPY

Adm
7 M

COPY of tl

Sir,

I BEG to a
the completic
state that I
buoyed ; but
on " Hestan I
for shelter into
both of which
vailing S. W. ,

This Light, a
S. W. end of tl
Buoys already p

BARRACKS.

RETURN to an **ORDER** of the Honourable The House of Commons,
dated 14 August 1846;—*for*,

A RETURN “from each **BARRACK** in the **UNITED KINGDOM**, stating,—1. The Date of its Erection, if known; 2. The Materials of which it is Built; 3. The Number of Sleeping Rooms for the use of the Privates and Non-commissioned Officers; 4. The Dimensions, Length, Width, and Height of each Room; 5. The Number of Windows in each Room, the Number of Fireplaces in each Room, and any other Means of Ventilation in each Room; 6. Number of Men each Room is regulated to hold; 7. Number of Men, Women, and Children usually occupying it; 8. How the Barrack is supplied with Water, and the Distance from the Buildings; 9. What Accommodation each Barrack affords for Washing, for the Men, for their Clothes, and for Cooking.”

(*Mr. Henley.*)

Ordered, by The House of Commons, to be Printed,
10 *March* 1847.

A RETURN FROM EACH BARRACK IN THE UNITED KINGDOM. - - -

GREAT BRITAIN. - - - - -

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of * Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
DOVER - -	Drop Redoubt, Artillery -	1808 -	- Brick, with arched roofs, bomb proof.	3	48 0	18 0	16 0	4	6
				1	48 0	18 0	16 0	4	2
	Western Heights, Infantry	1804 -	- - Brick walls, with slated roof.	14	42 0	21 0	11 0	6	1
				13	42 0	21 0	11 0	5	1
				5	14 0	14 0	7 0	1	1
	Dover Castle Keep Yard, Infantry.	Unknown	- - Stone walls, with tiled and slated roof.	1	47 0	30 0	10 4	4	2
				1	47 0	30 0	7 9	4	2
				1	47 0	30 0	8 9	3	2
				1	43 0	29 0	7 10	4	2
				1	71 0	28 0	7 7	6	2
				2	42 0	18 0	8 6	4	1
				1	35 0	28 0	8 8	2	1
				2	30 0	21 0	8 9	2	1
				2	30 0	21 0	8 6	2	1
	Ditto, Spur Casemated Barracks, Infantry.	1800 -	Brick - - -	1	59 0	12 6	12 0	2	1
				2	45 0	13 4	8 2	2	1
				2	45 0	13 4	9 8	3	1
				1	41 0	13 4	8 2	2	1
				2	40 0	13 4	9 8	3	1
				2	41 0	13 4	8 2	2	1
				1	42 0	13 4	9 8	3	1
				1	40 0	13 4	8 2	2	1
				1	40 0	13 4	9 8	3	1
				2	38 0	13 4	9 0	2	1
				1	44 0	12 6	12 0	2	1
				1	25 0	13 4	9 8	3	1
				1	11 6	11 6	12 0	2	1
	Canterbury, Cavalry -	1793 -	- - Brick, with slated roofs.	12	16 0	16 4	9 0	1	1
				3	16 0	16 4	9 0	2	1
				14	28 0	16 3	9 6	1	1
				16	28 0	16 3	8 11	1	1
	Ditto, Artillery - -	1802 -	Ditto - - -	4	12 0	11 6	8 6	1	1
				1	13 0	11 6	8 6	1	-
				1	12 0	11 4	8 6	1	-
				3	31 4	22 0	7 11	2	1
				1	23 2	22 0	7 11	1	1
				1	23 2	22 0	9 2	1	1
				4	32 0	22 0	9 2	2	1
				1	23 2	22 0	10 6	1	1
	Ditto, Northgate, Infantry	1803 -	Ditto - - -	4	32 0	22 0	10 6	2	1
				1	28 0	21 6	9 10	1	1
				6	43 6	21 6	9 10	3	1
				9	43 10	21 10	9 10	2	1
	Ditto, Permanent, Infantry	1806 -	Ditto - - -	8	43 10	21 10	11 0	2	1
				22	9 9	8 0	10 4	1	1
				5	16 0	13 0	10 0	1	1
	Hythe, Infantry - -	1810 -	Ditto - - -	41	37 0	20 6	10 0	4	1
				3	13 0	8 0	11 10	1	1
				2	16 0	14 0	7 2	1	1
				0	12 6	11 0	0 4	1	1

A RETURN FROM EACH BARRACK IN THE UNITED KINGDOM.

GREAT BRITAIN.

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	25 privates -	25	- - From a tank of rain water, 20 feet from the buildings, holding 18,457 gallons.	- - An arched recess, 13 ft. 4 in. by 5 ft. 6 in., to accommodate 6 men at a time.	none - -	- A kitchen, 18 ft. by 14 ft. 8 in., with 7 boilers of 18 gallons each.	
none - -	9 ditto -	9					
none - -	25 privates -	25	- - From a well 165 feet deep, 100 feet from the buildings, and 5 rain-water tanks contiguous to the buildings, holding 12,464 gallons each.	- - A room, 16 ft. by 8 ft. 9 in., fitted with 9 wooden troughs.	- - A washhouse, 21 ft. by 16 ft., containing 4 boilers.	- 2 kitchens, each 32 ft. by 19 ft., containing 28 boilers of 18 gallons each.	
none - -	23 ditto -	23					
none - -	2 n. c. officers	2					
none - -	32 privates -	32	- - From a well 360 feet deep, at a distance of 200 feet from the buildings; and, also, from a tank, holding 33,300 gallons, 50 feet from the buildings.	- - A room, 22 ft. by 6 ft. 2 in., fitted with 6 wooden troughs.	- - A washhouse, 24 ft. by 21 ft., containing 5 boilers.	- 4 kitchens, containing 5 boilers, each of 18 gallons.	
none - -	32 ditto -	32					
none - -	32 ditto -	32					
none - -	27 ditto -	27					
none - -	48 ditto -	48					
none - -	26 ditto -	26					
none - -	26 ditto -	26					
none - -	19 ditto -	19					
none - -	19 ditto -	19					
none - -	19 privates -	19	- - From the same source as the last barrack.	none - -	- - In the same building as the last barrack.	- 1 kitchen, 31 ft. by 18 ft., containing 12 boilers of 18 gallons each.	
none - -	19 ditto -	19					
none - -	19 ditto -	19					
none - -	17 ditto -	17					
none - -	17 ditto -	17					
none - -	16 ditto -	16					
none - -	16 ditto -	16					
none - -	15 ditto -	15					
none - -	15 ditto -	15					
none - -	14 ditto -	14					
none - -	11 ditto -	11					
none - -	9 ditto -	9					
none - -	6 ditto -	6					
- Luffer frames in partitions, and ventilating slides in ceilings.	1 n. c. officer	2	- - From 4 wells, with pumps, 10 feet from the building.	- - 2 rooms, each 30 ft. by 8 ft., fitted with wooden troughs.	- - A washhouse, 35 ft. by 11 ft., containing 2 cop-pers.	- 2 kitchens, each 36 ft. by 12 ft., with 20 boilers in each.	
	2 ditto -	2					
	9 privates -	10					
	9 ditto -	10					
none - -	1 n. c. officer	2	- - From 2 wells, with pumps, 1 at each end of the building.	none - -	- - A washhouse, 28 ft. by 17 ft., containing 2 cop-pers.	- 2 kitchens, each 28 ft. by 17 ft., having 10 boilers in each.	
none - -	1 ditto -	2					
none - -	1 ditto -	2					
none - -	15 privates -	17					
none - -	15 ditto -	12					
none - -	15 ditto -	12					
none - -	15 ditto -	17					
none - -	15 ditto -	12					
none - -	15 ditto -	17					
- - Ventilators in ceilings connected with air gratings in external walls - Foul-air shaft through roof.	16 privates -	16	- - From 2 wells, with pumps, 36 feet from the building.	- - 1 room, 24 ft. by 14 ft., fitted with wooden troughs.	- - A washhouse, 22 ft. by 16 ft., containing 2 cop-pers.	- - The men's provisions are cooked on the fires of their sleeping-rooms.	
	20 ditto -	20					
	20 ditto -	20					
	20 ditto -	20					
none - -	1 n. c. officer	2	- - From 2 wells, with pumps, 209 feet from the farthest building.	- - 3 detached houses, each 30 ft. by 9 ft., fitted with wooden troughs.	- - A washhouse, 30 ft. by 16 ft., containing 2 cop-pers.	- 2 kitchens, each 29 ft. by 14 ft., having 10 boilers in each.	
none - -	1 ditto -	2					
- - Ventilators in ceilings.	20 privates -	20					
none - -	1 n. c. officer	1	- - From a spring conducted by leaden pipes into the	none - -	none - -	- 1 kitchen, fitted with 8 boilers of 16 gallons each.	
none - -	1 ditto -	1					
none - -	1 ditto -	1					
none - -	20 privates -	20					

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
GREAT BRITAIN—continued.						ft. in.	ft. in.	ft. in.		
DOVER - continued.	Shorncliff, Artillery	1801	-- Brick walls, with slated roofs.	1	12 0	12 0	9 10	1	1	
				1	12 0	10 0	9 10	1	1	
				2	12 0	8 6	9 10	1	1	
				8	24 0	21 0	11 0	2	1	
	Walmer, Cavalry	1794	ditto	1	15 2	16 10	9 0	1	1	
				3	16 0	16 6	9 0	1	1	
				6	28 0	16 6	9 0	1	1	
				1	21 6	16 6	9 0	1	1	
	North, Infantry	1795	ditto	4	20 0	14 4	14 2	4	1	
				2	20 0	14 4	8 9	4	1	
				8	7 6	5 0	14 2	1	none	
				4	7 6	5 0	8 9	1	none	
				8	62 0	20 4	12 0	7	1	
				4	50 0	20 0	14 2	6	1	
	South, Infantry	1795	ditto	8	16 4	9 0	8 3	1	none	
				4	16 0	14 6	10 0	1	1	
				8	40 0	22 0	10 2	4	1	
				8	40 0	22 0	9 3	4	1	
				8	40 6	22 4	8 3	4	1	
				4	48 6	23 6	10 3	4	1	
	No. 1 Tower	-- About 1810.	-- Brick, casemat- ed, bomb proof.	1	26 0	26 0	7 5 ¹	2	2	
	No. 2 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 3 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 4 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 5 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	Sandgate Castle	-- Rebuilt about 1780.	ditto	1	30 0	diam.	8 0 ²	2	1	
1				30 0	diam.	8 0	2	1		
	No. 6 Tower	-- About 1810.	ditto	1	26 0	diam.	7 5 ³	2	2	
	No. 7 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 8 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 9 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	No. 10 Tower	ditto	ditto	1	26 0	diam.	7 5	2	2	
	Fort Twiss	-- 1792, or there- about.	Brick, tiled roof	1	14 3	13 0	9 4	2 ⁴	none	
1				14 3	8 9	9 4	6 ⁴	1		
1				14 0	10 6	9 4	7 ⁴	none		
1				22 4	9 4	9 4	1 & 6 ⁴	1		
1				10 6	9 8	9 4	2 ⁴	none		
1				12 0	11 0	9 3	2 ⁴	1		
1				10 0	11 0	9 3	2 ⁴	none		
1				12 0	10 0	9 3	4 ⁴	none		
1				15 0	9 9	11 0	1	1		
1				15 0	11 6	11 0	1	none		
3				10 0	11 6	11 0	1	1		
3				10 0	11 6	11 0	1	none		
3				10 0	9 9	11 0	1	none		
	No. 11 Tower	-- About	-- Brick casemat.	1	26 0	diam.	7 5 ³	2	2	

Number of Ventilators, and other Means of Ventilation. ¹	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is Supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	1 u. c. officer -	1	- - From a well	none - -	none - -	- A kitchen, with	
none - -	1 ditto -	1	40 feet from the			range and oven,	
none - -	1 ditto -	1	buildings, and a			and also 8 boilers	
none - -	14 privates -	14	rain-water tank			of 15 gallons	
			160 feet from			each.	
			ditto.				
- Sliding sashes	1 n. c. officer	1	- - Water is supplied	none - -	- - A washhouse,	- - 1 kitchen, 25	
over doors,	4 privates -	4	to all parts		19 ft. by 12 ft.,	ft. by 20 ft., fitted	
and holes in	10 ditto -	10	of the barrack		containing one	with 13 boilers.	
the ceiling.	7 ditto -	7	by pipes, from		copper.		
			the reservoir of a				
			water company.				
none - -	1 n. c. officer	1	ditto - -	none - -	- - 2 washhouses,	- - 2 kitchens, 29	
none - -	1 ditto -	1			one 20 ft. by 16	ft. by 20 ft., 1 fitted	
none - -	1 ditto -	1			ft., with two coppers;	with 15 boilers,	
none - -	1 ditto -	1			the other attached	to the hospital	
none - -	25 privates -	25			16 ft. by 10 ft.,	and containing 11	
none - -	28 ditto -	28			with one copper.	boilers.	
none - -	1 n. c. officer -	1	ditto - -	- - 2 sheds, fitted	- - 2 washhouses,	- - 2 kitchens,	
none - -	1 ditto -	1		with wooden	one 21 ft. by 18	each 29 ft. by 29	
none - -	23 privates -	23		troughs.]	ft., with 3 coppers;	ft., fitted with 20	
none - -	23 ditto -	23			the other	boilers.	
none - -	23 ditto -	23			18 ft. by 8 ft.,		
none - -	20 ditto -	20			with 1 copper.		
none - -	20 ditto -	20					
- - 2 air-holes	24	- - Occupied by	- - From a spring	none - -	none - -	- - No accommodation	¹ This dimension
in arch at window		the coast guard.	100 yards from			except the	is up to the spring-
through			building.			fireplaces.	ing, and 3 ft. to
parapet.							apex.
ditto - -	24	- - Occupied by	- - ditto, 300	none - -	none - -	ditto - -	ditto.
		tower keeper.	yards from the				
			building.				
ditto - -	24	By coast guard -	ditto - -	none - -	none - -	ditto - -	ditto.
ditto - -	24	ditto - -	- - ditto, quarter	none - -	none - -	ditto - -	ditto.
			of a mile from				
			ditto.				
ditto - -	24	ditto - -	ditto - -	none - -	none - -	ditto - -	ditto.
ditto - -	15	By tower keeper	- - ditto, 160	none - -	none - -	ditto - -	² This dimension
			yards from ditto.				is up to the spring-
							ing, and four feet
ditto - -	15	ditto - -	ditto - -	none - -	none - -	ditto.	to apex.
ditto - -	24	ditto - -	- - ditto, quarter	none - -	none - -	ditto - -	³ This dimension
			of a mile from				is up to the spring-
			ditto,				ing, and three feet
							to apex.
ditto - -	24	Unoccupied -	ditto - -	none - -	none - -	ditto - -	ditto.
ditto - -	24	By coast guard -	- - From a pump	none - -	none - -	ditto - -	ditto.
			300 yards from				
			the building.				
ditto - -	24	Unoccupied -	ditto - -	none - -	none - -	ditto - -	ditto.
ditto - -	24	ditto - -	- - ditto, quarter	none - -	none - -	ditto - -	ditto.
			of a mile from				
			ditto.				
none - -	64	By coast guard -	- - From pipes	none - -	none - -	- - 1 room, 17 ft.	⁴ Loop holes fitted
none - -			connected with a			by 13 ft., with two	with a pane of
none - -			spring quarter of			18-gallon boilers,	glass, 12 in. by 8
none - -			a mile from the			and small fire-	in., in a sash hung
none - -			building.			place.	with hinges.
none - -							
none - -	12	ditto - -	ditto - -	none - -	none - -	The above room.	
none - -							
none - -							
none - -							
- - 2 air-holes	24	ditto - -	ditto - -	none - -	none - -	- - No accommodation	⁵ This dimension
in arch at window						except the	is up to the spring-
through						fireplaces.	ing, and three feet
parapet.							to apex.
ditto - -	24	ditto - -	ditto - -	none - -	none - -	ditto - -	ditto.
ditto - -	24	ditto - -	- - ditto, 500	none - -	none - -	ditto - -	ditto.
			yards from ditto				

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.									
DOVER continued.	Fort Sutherland	-- 1792, or thereabout.	-- Brick, with tiled roof.	4	ft. in. 15 0	ft. in. 10 3	ft. in. 9 0	2 ¹	1
				4	15 0	10 3	9 0	2 ¹	none
				2	35 4	30 6	8 6	38 ¹	2
			Weather boarding on brick founda- tion, with tiled roof.	1	9 10	7 9	10 6	1	1
				1	9 10	7 9	10 6	1	none
				4	9 10	8 7	10 6	1	ditto
				2	9 9	9 8	10 6	1	ditto
				1	9 9	9 8	10 6	1	1
				1	15 3	9 9	10 6	1	1
				1	15 3	8 7	10 6	1	none
	No. 15 Tower	-- About 1810.	- Brick, casemated, bomb proof.	1	26 0	diam. -	7 5 ²	2	2
	No. 16 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 17 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 18 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	Fort Moncrief	-- 1792, or thereabout.	-- Brick, with tiled roof.	4	30 6	10 3	8 6	4	1
				2	17 6	11 6	7 9	1 3 ³	1
				2	17 6	11 6	7 6	1 6 ³	none
				2	17 6	15 0	7 9	1 8 ³	ditto
				2	17 6	15 0	7 9	1 4 ³	1
			Weather boarding, with brick founda- tion, and tiled roof	2	18 6	9 9	10 2	2	1
				4	9 10	9 0	10 2	1	none
	No. 19 Tower	-- About 1810.	- Brick, casemated, bomb proof.	1	26 0	diam. -	7 5 ⁴	2	2
	No. 20 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 21 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	Circular Redoubt	-- 1804 or 1805.	-- Brick, parabolic arch, casemated.	7	39 6	13 10	7 3 ⁴	2	1
				2	39 6	13 11	7 3	2	1
				1	39 6	14 0	7 3	2	1
	No. 22 Tower	-- About 1810.	- Brick, casemated, bomb proof.	1	26 0	diam. -	7 5 ⁶	2	2
	No. 23 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 24 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 25 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 26 Tower	- - ditto	- ditto - - -	1	26 0	diam. -	7 5	2	2
	No. 1 Battery, Dungeness	-- About 1792.	Brick, tiled roof	2	13 10	10 3	8 0	7 ⁷	none
				2	13 10	11 9	8 0	2 ⁷	1
				2	10 6	9 7	8 0	6 ⁷	none
				1	14 2	14 0	9 10	2 ⁷	1
				1	14 2	8 0	9 10	6 ⁷	none
			Weather boarding on brick founda- tion, tiled roof.	3	11 2	9 9	11 0	1	1
				3	11 2	9 9	11 0	1	none
				3	10 0	9 9	11 0	1	none
				1	15 4	11 2	11 0	1	1
				1	15 4	10 2	11 0	1	none
	No. 2 Battery, Dungeness	ditto	Brick, tiled roof	1	20 5	13 10	7 11	1 & 6 ⁸	1
				1	14 2	12 2	7 11	1 & 6 ⁸	none
				1	16 6	13 11	7 11	1 & 5 ⁸	1
				1	15 10	10 1	7 11	1 & 5 ⁸	none
				1	18 5	13 10	7 5	7 ⁸	1
				1	14 3	10 1	7 5	7 ⁸	none
				1	19 6	10 1	7 5	3 ⁸	none
				2	18 5	13 9	7 11	4 ⁸	1
				1	9 10	9 10	7 11	5 ⁸	none
				2	13 10	9 10	7 11	6 ⁸	none
				2	13 6	7 0	7 11	6 ⁸	none
				2	15 0	13 10	7 6	3 ⁸	1
				2	19 0	7 0	7 6	5 ⁸	none

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - - -	64	- - Occupied by the coast guard.	- - From pipes connected with a spring three quarters of a mile from buildings.	none - - -	none - - -	- - The provisions are cooked in the rooms occupied by the men.	¹ Same as Fort Twiss.
none - - -				none - - -	none - - -		
none - - -				none - - -	none - - -		
none - - -	12	ditto - - -	ditto - - -	none - - -	none - - -	ditto.	
none - - -				none - - -	none - - -		
none - - -				none - - -	none - - -		
- - 2 air-holes in arch at window through parapet.	24	ditto - - -	ditto - - -	none - - -	none - - -	- - No accommodation but the fireplaces.	² Same as No. 1 Tower.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	- ditto half a mile from buildings.	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
none - - -	64	ditto - - -	- - ditto one-third of a mile from buildings.	none - - -	none - - -	{ 2 kitchens, one 16 ft. 2 in. by 16 ft. 4 in., and one 16 ft. 2 in. by 12 ft. 2 in., with fireplaces only.	³ Same as Fort Twiss.
none - - -				none - - -	none - - -		
none - - -				none - - -	none - - -		
none - - -	12	ditto - - -	ditto - - -	none - - -	none - - -	- - No accommodation except the fireplaces.	⁴ Same as No. 1 Tower.
- - 2 air-holes in arch at window through parapet.	24	ditto - - -	- ditto half a mile from buildings.	none - - -	none - - -	- - No accommodation except the fireplaces.	⁴ Same as No. 1 Tower.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
- - Bull's eye over door; opening 12 in. diameter in scarp wall, & 2 openings 12 in. diameter in arch.	32	- - Tower-keeper in charge.	- - From 2 pumps close to building; also rain-water from 3 tanks under floor of rooms.	none - - -	none - - -	- - 2 cooking-houses, 39 ft. by 6 ft., 13 ft. by 11 ft., with six square iron boilers, in each 20 gallons.	⁵ This dimension is up to the springing, and 7 feet up to apex.
	32			none - - -	none - - -		
	32			none - - -	none - - -		
- - 2 air-holes in arch at window through parapet.	24	- - Occupied by coast guard.	- - From a spring 250 yards from building.	none - - -	none - - -	- - No accommodation except in fireplaces.	⁶ Same as No. 1 Tower.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	- ditto 300 yards from building.	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	ditto - - -	none - - -	none - - -	ditto - - -	ditto.
ditto - - -	24	ditto - - -	- ditto 500 yards from building.	none - - -	none - - -	ditto - - -	ditto.
none - - -	64	ditto - - -	- - From 2 wells, one 13 yards from building, and one 300 yards from the building, each about 25 ft. deep.	none - - -	none - - -	- - A room 22 ft. 5 in. by 13 ft. 10 in., containing one 18-gallon copper, oven, and fireplace.	⁷ Same as Fort Twiss.
none - - -				none - - -	none - - -		
none - - -				none - - -	none - - -		
ditto - - -	12	ditto - - -	ditto.	none - - -	none - - -	ditto - - -	⁸ ditto.
ditto - - -				none - - -	none - - -		
ditto - - -				none - - -	none - - -		
64	64	ditto - - -	- - From 2 wells, one 13 yards from the building and 25 feet deep, and one 225 yards from the building 27 feet deep.	none - - -	none - - -	ditto - - -	⁸ ditto.
none - - -	12	ditto - - -	ditto - - -	ditto - - -	none - - -	ditto - - -	ditto.

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.									
EASTERN - -	Ipswich, Cavalry - -	- - 1792, 1793, 1794, and 1795.	Brick, tiled roof -	14	ft. in. 28 0	ft. in. 16 0	ft. in. 8 1	1	1
				4	28 0	16 0	8 1	2	1
				4	21 8	16 0	8 1	2	1
				8	16 0	16 0	8 1	1	1
				1	16 0	9 0	8 1	1	1
	Norwich Cavalry Barracks	- 1793 and 1794.	- - Brick built and slated roofs.	6	16 0	15 0	7 11	1	1
				6	17 6	16 0	9 8	1	1
				10	28 0	16 0	7 11	1	1
				10	28 0	16 0	9 8	1	1
				6	28 0	16 0	8 4	1	1
				The above windows are very large.					
	Harwich Infantry Barracks	- - 1809, 1810, and 1811.	- - Circular redoubt casemated barrack, brick built and stone base.	4	40 0	15 6	12 0	2	1
				2	40 0	15 6	12 0	2	1
	Landguard Fort Infantry Barracks.	Unknown	- - Brick built and plain tiled roofs.	1	26 0	14 10	8 1	3	1
				1	26 0	14 11	8 2	5	1
				1	26 0	14 11	8 2	5	1
				1	17 7	16 11	8 3	2	1
				1	15 4	11 9	8 4	2	none
				1	18 1	16 11	8 3	2	1
				1	27 8	15 5	8 1	4	1
				1	18 0	16 11	7 11	2	1
				1	28 4	15 5	8 2	4	1
				1	17 10	16 9	8 0	2	1
				1	17 9	16 10	8 2	2	1
				1	17 5	16 9	8 3	2	1
				1	17 11	16 1	8 2	2	1
				1	17 10	16 11	8 1	2	1
				1	30 1	15 6	7 10	3	none
				1	17 10	17 0	7 10	2	1
				1	30 10	15 5	8 3	3	none
				1	16 10	17 0	8 3	2	1
				1	17 3	17 1	8 3	2	1
				1	17 0	16 11	8 3	2	1
				1	17 10	17 0	7 10	2	1
				1	15 7	12 7	8 4	2	none
				1	17 10	17 0	8 2	2	1
				1	15 5	11 10	8 0	2	none
				1	16 11	17 11	8 1	2	1
				1	15 5	11 10	8 1	2	none
	LONDON - -	Windsor Cavalry - -	1800 -	Brick - - -	24	28 3	16 6	8 1	1
22					28 3	16 6	10 1	1	1
8					16 6	15 6	10 1	1	1
8					16 6	15 6	8 1	1	1
Windsor Infantry - -		1797 -	Brick - - -	21	50 0	22 0	10 0	5	1
				1	50 0	22 0	10 0	5	1
				4	50 0	22 0	10 0	5	1
				9	21 0	15 9	10 0	5	1
Hounslow - -		1793 -	Brick - - -	29	26 3	16 6	8 6	1	1
				14	13 3	16 6	8 6	1	1
Hampton Court, Old -		Unknown	Brick - - -	1	99 10	23 0	8 3	14	2
				1	49 0	23 0	8 3	9	1
				1	28 0	17 0	8 3	2	1
				1	16 0	15 5	8 3	2	1
Hampton Court, New -		1812 -	Brick - - -	1	18 0	13 0	8 3	1	1
				6	28 3	16 7	10 1	1	1
3	16 6	8 0	10 1	1	1				

[illegible]

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
GREAT BRITAIN—continued.						ft. in.	ft. in.	ft. in.		
LONDON - continued.	Croydon -	1795 -	Wood -	5	19 8	14 8	8 2	3	1	
				3	19 8	14 8	8 2	2	1	
				3	41 0	26 1	9 9	5	1	
				1	41 0	26 1	9 9	5	1	
				2	41 0	26 1	10 0	5	1	
				1	19 8	8 2	10 0	2	1	
				2	56 5	28 8	13 0	4	1	
				1	40 11	28 7	13 0	2	1	
				1	56 5	28 8	13 0	4	1	
				Wellington -	1831 -	Brick -	11	33 2	20 0	12 2
12	33 2	20 0	11 9				3	1		
12	33 2	20 0	11 1				3	1		
3	14 1	9 0	11 0				1	1		
2	14 1	9 0	11 9				1	1		
1	18 9	12 11	8 8				2	1		
1	13 3	12 9	8 8				2	1		
1	12 11	10 5	8 8				1	1		
1	12 10	10 5	8 1				1	1		
1	13 3	12 9	8 1				2	1		
1	18 0	14 9	8 1				2	1		
1	18 0	14 11	8 1				2	1		
1	18 9	12 11	8 1				2	1		
St. George's -	1826 -	Brick -	21				33 0	20 2	12 1	4
			10	33 0	20 0	11 2	4	1		
			2	33 0	20 2	12 1	4	1		
			1	33 0	20 2	11 2	4	1		
			9	11 1	9 1	12 0	1	1		
			10	10 8	9 0	8 11	1	1		
Buckingham Palace	- Built by Woods and Forests.	Brick -	1	78 0	24 6	11 3	8	2		
			1	14 3	10 10	12 0	1	1		
			1	14 3	10 10	11 2	1	1		
Regent's Park -	1821 -	Brick -	30	27 6	24 6	9 6	1	1		
			6	24 6	15 9	9 6	1	1		
			3	24 6	7 0	9 6	1	1		
			8	13 0	12 6	8 4	1	1		
			1	26 7	16 6	8 1	2	1		
			1	40 6	16 6	8 1	3	1		
			2	54 3	16 6	8 3	4	1		
Portman-street -	About 1799	Brick -	24	38 6	20 0	9 6	2	1		
			1	46 6	18 6	9 6	3	1		
			13	20 6	19 0	9 6	1	1		
St. John's Wood -	1835 -	Brick -	11	35 0	20 0	10 0	3	1		
			6	15 0	13 0	11 0	1	1		
			1	20 0	16 0	11 0	1	1		
			1	14 0	8 0	11 0	1	1		
			2	14 0	14 0	9 0	1	1		
			2	14 0	9 0	9 0	1	1		
Hyde Park, Cavalry -	1797 -	Brick -	1	58 0	41 0	10 0	6	2		
			1	58 0	41 0	10 0	6	2		
			1	56 0	41 0	10 0	6	2		
			1	55 0	41 0	10 0	6	2		
			1	51 0	41 0	10 0	6	1		
			1	38 0	41 0	10 0	4	none		
			1	36 0	41 0	10 0	4	none		
			1	37 0	20 0	10 0	2	none		
			1	36 0	41 0	10 0	4	1		
			1	36 0	41 0	8 0	6	1		
			1	33 0	20 0	10 0	3	1		
			1	29 0	19 0	10 0	2	1		
			18	17 0	18 0	10 0	1	1		
			3	12 0	14 0	8 0	1	1		
			1	12 0	9 0	8 0	1	1		
			1	12 0	9 0	8 0	1	none		
			36	12 0	8 0	8 0	1	none		
Hyde Park, Infantry -	1797 -	Brick -	1	50 0	23 0	10 0	7	2		
			1	49 0	23 0	10 0	7	2		
			1	28 0	17 6	9 6	4	1		
			2	14 0	13 6	9 6	2	1		
			1	16 0	14 0	10 0	3	1		
			1	16 0	14 0	10 0	2	1		
Kensington, Cavalry -	- 1727: a new bar- rack con- templated.	Brick -	1	48 0	21 0	7 6	8	1		
			1	35 0	21 0	7 6	6	1		
			1	16 6	14 6	7 6	2	1		
			1	15 0	10 0	7 6	1	1		
			1	13 6	14 6	8 0	1	1		
			1	13 0	13 0	7 6	1	1		

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.	
				For the Men.	For their Clothea.			
none - -	2	none - -	-- By three cisterns attached to buildings, and by three pumps about 28 feet from building.	-- A stable fitted up for this purpose.	2	2	- A washing room for the women is provided in the barrack; Annual Estimate, 1847-8.	
none - -	2	none.						
2	28	32						
8	28	32						
2	28	32						
none - -	2	none.	-- From Chelsea Waterworks, conveyed in pipes to the washing-rooms, cooking-houses, &c.; also 4 pumps in barrack-yards, viz. 1 attached to officers' stable, 1 in cooking-house, and 2 about 6 feet from main building.	2	nil - - -	1		
none - -	28	42						
none - -	24	none.						
none - -	26	27						
9	20	20						
10	20	20						
10	20	20						
none - -	1	2						
none - -	1	2						
none - -	1	2						
none - -	1	2						
none - -	1	2						
none - -	1	2						
none - -	1	2						
6	20	20	-- From the artesian wells, Trafalgar-square, also 1 pump in the barrack-yard, about 9 feet from main building.	1	1	2		
6	20	20						
6	1	2						
6	2	4						
none - -	-- Two rooms to one pay-serjeant.	-- Two rooms to each pay-serjeant, wife and family.	-- From Chelsea Waterworks.	none - -	none - -	1	- - An ablution house is now being erected.	
none.								
7	49	49						
none - -	-- Two rooms to one pay-serjeant.	2	-- From the Waterworks, into 9 cisterns inside buildings, and by three pumps attached to buildings.	none - -	1			
none.								
9	12	11						
3	4	5						
none - -	1	2						
1	1	1	-- By 4 pumps and 2 cisterns attached to buildings.	none - -	none - -	1		- - An ablution house is provided in the Barrack; Ann. Est. 1847-8.
3	1	4						
3	2	3						
5	1	1						
4	21	21						
5	25	25	-- By 1 pump in the canteen, 1 pump (engine) 160 feet, and 1 pump about 40 feet from building.	none - -	- One small room is set apart for this purpose.	1		
none - -	1	2						
6	20	20						
none - -	1	2						
none - -	1	2						
none - -	1	2						
none - -	1	2						
2	47	35	-- Eight pumps attached to building, and 1 engine pump about 5 feet from building.	none - -	none - -	5	- - An ablution house is now being erected.	
2	42	32						
2	47	37						
2	32	27						
2	32	27						
2	30	27						
2	9	6						
1	39	26						
2	31	27						
2	12	12						
1	12	12						
1	8	8						
1	29	57						
1	1	2						
1	1	2						
none - -	1	2	-- One pump in the Park to supply fire-engine, and 1 in the washing-room.	1	none - -	1		
none - -	1	2						
6	29	29						
4	28	28						
none - -	14	14						
none - -	5	4	-- One pump, about 50 feet from	none - -	1	none.		
none - -	1	2						
none - -	1	2						
4	24	22						
4	13	10						

Digitized by Google

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height			
GREAT BRITAIN—continued.					ft. in.	ft.	ft. in.			
LONDON - continued.	Kensington Infantry	- Unknown, but a new barrack contemplated.	Brick - - -	1	33 6	18 6	12 6	3	1	
				1	33 6	18 0	9 0	3	1	
				1	33 6	18 0	9 0	3	1	
				1	19 0	17 0	6 0	1	1	
				1	15 0	17 0	6 0	1	1	
	Tower - - -	- - The con- struction of the present barracks not known; but new barracks are now building, and when completed, the present will be converted to other pur- poses.	Brick - - -	1	25 9	25 0	12 6	5	1	
				1	78 9	25 0	12 6	11	2	
				1	15 0	23 6	12 6	9	1	
				1	52 8	25 6	12 0	9	2	
				1	51 0	25 6	11 0	6	1	
				1	80 0	25 6	12 0	13	2	
				1	35 0	25 6	11 0	6	1	
				1	44 0	25 6	11 6	8	1	
				17	21 0	20 0	10 0	2	1	
				9	21 0	20 0	8 0	2	1	
				1	22 0	19 0	9 0	2	1	
				1	22 0	19 0	10 0	2	1	
				1	22 0	19 0	8 0	2	1	
				1	46 6	20 4	9 6	5	1	
				1	38 6	20 0	10 6	7	1	
				1	41 2	20 0	10 3	10	1	
				1	37 3	14 6	9 6	3	1	
				1	37 6	14 0	9 6	3	1	
				1	37 0	14 0	9 6	3	1	
				1	46 6	14 6	9 6	4	2	
				1	45 0	20 3	9 3	6	1	
	MANCHESTER	Manchester Cavalry Bar- rack.	- - Officers' quarters re- built 1841; soldiers' quarters re- built 1829.	Brick - - -	62	26 2	16 8	11 3	1	1
						15 0	16 8	11 3	1	1
						15 0	16 8	11 3	1	1
						16 0	14 7	8 2	1	1
		Manchester Infantry Bar- racks.	- - 1822 to 1824.	Brick - - -	87	34 3	20 0	10 0	4	1
						34 3	20 0	11 9	4	1
						34 3	20 0	11 9	4	1
					20 0	15 6	9 10	1	1	
					15 6	12 4	7 9	1	1	
Preston - - -		- - Com- menced in Aug. 1843.	- - Stone lined with brick.	108	18 2	16 1	9 0	2	1	
					18 2	16 1	9 0	2	1	
					18 0	16 0	12 6	2	1	
					18 0	16 0	12 6	2	1	
					17 10	14 1	10 0	2	1	
					26 0	12 6	10 0	2	1	
				34 0	30 8	11 0	6	1		
				34 0	20 2	11 0	2	1		
				13 11	9 0	11 0	1	1		
				34 0	20 0	12 0	4	1		
				35 0	20 0	12 0	4	1		
				16 7	15 0	12 0	1	1		
				34 0	15 0	11 0	2	1		
				34 0	20 0	11 0	4	1		
				35 0	20 0	11 0	4	1		
				14 8	9 0	11 0	1	1		
				14 2	9 0	11 0	1	1		
	13			20 2	12 4	11 0	1	1		
				35 0	20 6	11 0	4	1		
				34 0	30 8	11 3	6	1		
				13 11	9 0	11 0	1	1		
				34 0	30 8	11 0	6	1		
				29 0	20 6	11 0	2	1		
				34 0	20 2	11 0	2	1		

Digitized by Google

The Barrack is supplied with Water, the Distance from Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
	For the Men.	For their Clothes.		
By 5 taps in arrack rooms.	none - -	1	1	
By 6 cisterns in the building and 1 about from build-	1	none - -	11	
By 7 wells, 1 with filter, ining 16,000 gals, 2 tanks with filters, ining 8,000 gals each; average distance the build- 10 feet.	- - 1 ablution house, 43 ft. by 21 ft., containing 1 bath, 24 basins, 6 footpans, and 1 patent boiler.	- - 1 wash-house, 26 ft. 6 in. by 22 ft., containing 16 wooden troughs and 3 boilers 26 gallons each.	- - 2 cooking-houses, each containing 10 boilers of 16 gals. each. The window in each of the 39 soldiers' rooms is 8 ft. 7 in. by 5 ft. 4 in. Besides the accommodation shown in this return, there is a hospital for 40 patients, with hospital-serjeant's room, and a room for 2 orderlies; also 1 garrison library.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping rooms.
By 6 wells, each without filter, each containing 13,600 gals, 4 tanks with filters, containing 16 gallons; average distance the build- 30 feet.	- - 3 ablution houses, 32 ft. by 18 ft. 6 in. each, containing 1 bath, 4 footpans, 1 patent boiler, and 16 basins.	- - 2 wash-houses, each containing 2 boilers, 1 of them is 33 ft. 11 in. by 18 ft. 6 in., and fitted with 16 wooden troughs; the other is 30 ft. by 16 ft. 1 in.	- - 3 cooking-houses, each containing 12 boilers of 16 gals. each. Besides the accommodation shown in this return, there is a hospital for 98 patients, with hospital-serjeant's room; also 1 garrison library, and 1 garrison school-room.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping rooms.
By 3 wells and 2 tanks with filters, containing 50,000 gallons; 2 tanks without filters, containing 16 gallons; average distance the build- about 30	- - 3 ablution houses, two of them 37 ft. 6 in. by 23 ft. 1 in.; one of them 20 ft. 1 in. by 17 ft. 3 in., fitted up with slate benches and iron basins; 29 iron basins in infantry, 6 in cavalry wash-house.	- - 3 washing-houses, 2 of them 33 ft. by 23 ft., each containing 14 wooden troughs and 2 boilers, 25 gallons each; 1 of them is 18 ft. by 17 ft., containing 4 wooden troughs and 1 25-gallon boiler.	- - 2 cooking-houses, each containing 16 boilers of 25 gals. each; 1 cooking-house, containing four boilers of 25 gals. each. is a hospital for 80 patients, with hospital-serjeant's room, and a room for 4 orderlies; also 2 reading rooms, 1 garrison school-room, and a room for Divine service, also a serjeants' mess-room.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there
By 3 wells and 2 tanks with filters, ining 50,500 gals; 1 tank with filters, ining 23,000 gals; average distance from the	- - 1 ablution house, fitted up with slate benches and cast-iron basins.	- - 1 wash-house, 18 ft. by 17 ft., containing four wooden troughs and 1 25-gallon boiler.	- - 2 cooking-houses, each containing 3 boilers of 25 gals. each.	- - This part of the barrack accommodation has not yet been authorized, but it is intended to submit the plan immediately for approval. I here

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
GREAT BRITAIN—continued.										
MANCHESTER— continued.	Ashton-under-Lyne -	1845 -	-- Stone lined with brick.	38	ft. in.	ft. in.	ft. in.			
					33 10	26 0	11 0	4	1	
					14 0	9 0	11 0	1	1	
					34 0	20 0	11 10	4	1	
					34 0	20 0	11 2	4	1	
					14 0	9 0	11 2	1	1	
					17 0	12 0	11 0	1	1	
					16 4	14 6	9 2	1	1	
					16 0	15 0	9 3	2	1	
					15 10	15 0	9 3	2	1	
					15 0	15 0	9 2	2	1	
					17 9	11 0	10 11	2	1	
		Bury - - - -	1845 -	-- Stone lined with brick.	The accommodation in this barrack is precisely similar in every re- spect to that of Ashton-under-Lyne, as shown above.					
	Chester - - - -	-- Lower ward, 1809; upper ward, 1825.	-- Stone lined with brick.	27	35 0	22 0	14 0	3	1	
					51 2	22 2	14 0	5	1	
					61 0	22 2	13 11	6	1	
					23 9	14 2	12 11	2	1	
					23 6	21 9	13 0	2	1	
					14 9	12 10	12 11	1	1	
					14 2	6 10	12 10	1	1	
12 10					11 4	13 0	1	1		
35 11					18 3	14 6	4	1		
29 0					28 3	14 6	3	1		
35 9					18 6	14 0	6	1		
29 0					28 2	13 9	3	1		
16 0	8 0	14 6	1	1						
15 0	13 0	14 0	1	1						
Burley - - - -	-- Sup- posed to have been built about 1820.	Stone - - -	36	22 4	17 3	8 10	1	1		
				15 5	17 3	8 10	1	1		
				20 4	22 1	9 6	2	1		
				14 4	10 8	9 2	1	1		
				20 7	20 6	9 0	1	1		
				12 0	9 0	10 0	1	1		
Stockport - - -	1821 -	Brick - - -	16	33 8	20 0	10 6	2	1		
				33 8	20 0	9 10	2	1		
				33 8	20 0	9 10	2	1		
				18 6	17 2	10 6	2	1		
				19 7	12 10	10 6	2	1		
				12 5	9 8	7 10	1	1		
16 3	9 5	7 10	1	1						
Sheffield - - -	1794 -	Brick and stone -	26	17 6	15 0	8 6	1	1		
				18 0	16 0	8 6	1	1		
				21 6	16 0	8 6	2	1		
				23 6	17 0	8 6	2	1		
				17 0	15 0	8 6	1	1		
				22 6	17 9	7 0	1	1		
				20 6	18 0	7 0	1	1		
				18 0	14 9	7 0	1	1		
22 6	10 6	7 0	1	1						
Castletown, Isle of Man -	1822 -	Stone - - -	9	16 6	10 9	11 2	2	1		
				16 6	20 2	11 2	2	1		

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes		
2	16	- - -	- - 7 wells and 2 tanks with filters, each containing 12,000 gallons; 1 tank with filter, containing 10,000 gallons, and 1 tank with filter, containing 6,000 gallons; also 2 tanks on the parade, without pumps, for unfiltered water, each containing 15,000 gals.; average distance from the buildings, about 2 feet.	- - 2 ablution houses, one of them for the cavalry, 19 ft. by 18 ft. 6 in., fitted with bath, 2 footpans, patent boiler, and 4 metal basins; the other for the infantry, 20 ft. by 19 ft., fitted with bath, 3 footpans, patent boiler, and 12 metal basins.	- - 2 wash-houses, 19 ft. 9 in. by 19 ft.; one for the cavalry, fitted up with a 40-gallon boiler, and 4 washing troughs; the other for the infantry, fitted with 2 30-gallon boilers, and 8 washing troughs.	- - 2 cook-houses, 12 ft. by 16 ft. 6 in., one for the cavalry, containing 2 boilers of 25 gallons each; the other for the infantry, containing 8 boilers of 25 gallons each.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there is a hospital for 30 patients, with hospital-serjeant's room, and 2 rooms for 1 orderly each, also 1 reading, 2 school rooms, and a serjeants' mess-room.
as above	as above	- - -	as above	as above	as above	as above	as above.
- - -	20	- - -	- There is a good well in the yard of each ward, and the lower ward is provided with cast iron cisterns, capable of containing 514 gallons, which are supplied through pipes by the Chester Water Company. The upper ward is provided with a tank capable of containing 2,400 gallons, supplied in the same manner; and there is also a tank capable of containing 7,020 gallons, for rain water.	- - No ablution house; but there are 3 cleaning rooms.	- - 1 wash-house, 21 ft. 2 in. by 10 ft., containing 2 boilers of 16 gallons each.	- - 2 cooking-houses, 9 boilers in one, 8 in the other, 25 gallons each.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there is a hospital for 28 patients, with hospital-serjeant's room, also 1 room for school-room and library.
3	9	- - -	- - By 3 wells and 3 tanks, containing in all 34,000 gallons, to receive the rain water from the roofs. Average distance from the building about 30 feet.	- - No room specifically set apart for this purpose.	- - 1 wash-house, 18 ft. by 14 ft., containing 2 boilers, 16 gallons each.	- - 2 cook-houses, one containing 4 boilers, the other 5, of 16 gals. each.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there is a hospital for 16 patients, with hospital-serjeant's room; also 1 reading room.
2	15	- - -	- - By 2 wells and 1 tank for rain water. Average distance from the buildings, about 16 feet.	as above	- - 1 wash-house, 26 ft. by 16 ft., fitted up with 1 15-gallon boiler and 8 washing troughs.	- - 1 cook-house, 23 ft. 3 in. by 17 ft. containing 6 15-gallon boilers.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there is a hospital for 32 patients, with hospital-serjeant's room; there is also a room for library and school-room.
1	3	- - -	- - By 4 wells; water is supplied at three different parts of the barrack by pipes, with cocks from the Water Company's tank, which is about 200 yards from the barrack inclosure. The wells are about 18 feet from the buildings.	as above	- 1 wash-house, 20 ft. by 15 ft., fitted up with 1 boiler, containing 16 gallons.	- - 1 cook-house, containing 10 boilers of 16 gallons each.	- - The servants' rooms in the officers' quarters are included in the total number of sleeping-rooms. Besides the accommodation shown in this return, there is a hospital for 19 patients, with hospital-serjeant's room.
none	4	- - -	- - There is an excellent well in the barrack-yard, about 18 ft. from the building, the water of which is used for general purposes, but the	as above	- - 1 kitchen 16 ft. by 10 ft., is used as a wash-house.	- - 1 cook-house, containing 3 boilers of 16 gallons each.	

[illegible]

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.						
					Length.	Width.	Height.								
GREAT BRITAIN—continued.					ft.	in.	ft.	in.	ft.	in.					
MEDWAY— continued.	Brompton Barracks	- 1804-5, and 1809 and 1810.	-- Brickwork and slated roofs.	23	29	10	20	10	10	10	3	1			
				22	29	10	20	0	10	9	3	1			
				5	20	10	20	0	8	9	3	1			
				10	29	7	19	8	8	5	3	1			
				1	28	9	19	8	8	5	3	1			
				1	25	11	17	8	8	5	2	1			
				2	20	7	17	11	10	9	2	1			
				1	14	6	8	11	8	5	1	1			
				1	28	3	19	0	8	9	2	1			
				2	29	10	20	10	10	10	3	1			
				1	14	9	9	6	10	10	1	1			
				2	20	7	17	10	9	1	1	1			
				15	28	2	20	10	11	1	1	1			
				5	28	0	21	0	11	1	1	1			
				1	19	4	20	2	11	1	1	1			
				1	14	0	16	9	11	1	2	1			
				3	13	11	13	6	11	1	2	1			
				Upnor Barrack	- 1780	-- Brickwork and tiled roof.	2	18	0	17	0	8	7	2	1
							2	18	0	17	0	9	3	2	1
							2	18	0	17	0	8	0	2	1
							1	16	0	12	6	8	8	2	1
							1	16	0	12	6	9	3	2	1
							1	16	0	14	7	8	0	2	1
				Maidstone Barracks	- 1798	-- Wood, weather- boarding, and slated roofs.	10	32	0	20	0	9	10	3	1
							6	32	0	20	0	9	10	3	1
							2	32	0	20	0	9	10	3	1
							2	28	0	20	0	9	10	4	1
							1	32	2	18	0	9	8	2	1
	3	32	2				18	0	9	6	2	1			
	4	32	2				18	0	8	11	2	1			
	Gravesend New Tavern Fort.	- 1322	-- Bricks, flints, and chalk walls, with tiled roofs.	1	20	11	13	1	7	9	2	1			
				1	28	7	17	6	8	9	2	1			
				1	24	3	16	9	6	11	2	1			
				1	21	4	18	9	7	6	2	1			
				1	25	11	14	5	8	9	2	1			
				1	31	5	17	5	15	3	3	1			
				1	26	6	19	2	9	3	2	1			
				1	21	3	18	10	7	10	3	1			
				1	26	7	15	7	9	0	3	1			
				1	24	8	17	1	9	6	2	1			
				1	19	3	17	1	7	1	1	1			
				1	18	0	15	8	8	6	2	1			
				1	11	11	9	1	8	6	2	1			
	Tilbury Fort	- 1683	-- Brick walls and tiled roof.	1	33	0	14	0	8	3	2	2			
				3	33	0	14	0	8	3	2	2			
				10	33	0	14	0	9	4	1	1			
				1	15	0	14	0	8	3	1	1			
1				16	0	12	6	8	6	1	1				
Sheerness Barracks	- Unknown	-- Brickwork and slated roofs.	8	19	0	16	4	9	0	2	1				
			16	18	6	16	0	9	0	2	1				
			2	18	0	16	0	9	0	3	1				
			12	18	0	19	0	7	0	2	1				
			1	16	0	14	0	7	0	2	1				
			1	16	0	14	0	9	0	2	1				
			2	16	0	14	0	8	0	2	1				
			1	18	0	7	0	9	0	1	none				

Digitized by Google

none

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
-- Two rooms in the basements of houses D and K have been recently ventilated as an experiment, on the plan proposed to the hon. Board by Col. Thomson, Royal Engineers.	18 18 12 12 18 18 10 8 6 1 1 1 16 16 9 2 2	-- Always occupied to its full extent; six women to every 100 men, agreeably to regulations, exclusive of serjeants' wives; and with respect to children no limitation, depending on the number each soldier has.	-- The barrack is well supplied with water by pipes from the Naval Reservoir, distant 470 yards from the barrack.	- - - - -	- - - - -	-- Nine cooking houses: eight cooking houses with 16 boilers each, and one with 12 boilers.	-- There are no washing houses for men in this barrack, but the Annual Estimate for 1847-48 provides for fitting up nine rooms in the barrack for this purpose.
Total - -	1,402						
none - -	8	ditto - -	-- Supplied from a well in Upnor-street; distance, 96 yards from the barrack.	- - - - -	- - - - -	1 cooking house	-- The cooking house has four boilers.
none - -	7						
none - -	7						
none - -	7						
none - -	7						
none - -	8						
Total - -	66						
-- Two small ventilators in each room.	18	ditto - -	-- Supplied from wells 33 yards from the barrack.	2 washing sheds	2 washing houses	1 cooking house	-- The cooking house has 10 boilers.
1 ditto - -	18						
1 ditto - -	20						
none - -	16						
none - -	1						
none - -	2						
none - -	2						
none - -	2						
Total - -	394						
none - -	1	5	-- Supplied from a spring in the chalk, 15½ feet from the surface, by means of a pump, and is 55 feet from the buildings.	- - - - 1 wash-house	- - - -	2 cooking houses	- The wash-house has one boiler, and the cooking houses two in each.
none - -	11	11					
none - -	11	10					
none - -	10	10					
none - -	13	13					
none - -	17	10					
none - -	11	4					
none - -	13	13					
none - -	13	12					
none - -	12	12					
none - -	11	11					
none - -	1	1					
none - -	1	3					
Total - -	115						
none - -	2	- - -	-- Supplied with water collected from the roofs of the buildings in three underground cisterns (brick lined with Roman cement), containing together 28,200 gallons when full; their respective distances from the barracks being 40, 98, and 100 yards. Also a well of brackish water, used for washing, 28 yards from the barracks.	- - - - 1 wash-house	- - - -	1 cooking house	- The wash-house has one boiler, and the cooking house four boilers and one large one.
none - -	10						
none - -	14	80					
none - -	5						
none - -	5						
Total - -	180						
-- The rooms of the first and second floors	9 8 -	- - -	-- Supplied from the Ordnance well by pipes to a tank	- - - -	-- Washing room for clothes 24 feet by 13 feet, and a	- Cooking kitchen 24 feet by 13 feet.	

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued. MIDLAND AND SOUTH WALES.	Birmingham, Cavalry Bar- rack.	1798 -	- - Brick walls, timber roofs, and covered with slates.	20 7	ft. in. 38 3 14 10	ft. in. 16 8 16 8	ft. in. 10 0 10 0	- 26 rooms, with one large win- dow to each; one room, with 2 windows.	1
	Coventry, Cavalry Barrack	1792 -	- - Brick walls, timber roofs, and covered with slates.	1 4 1 1 1 11 2 1	16 10 19 0 19 3 20 7 25 9 26 0 25 6 37 2	15 0 15 0 18 2 18 2 19 1 20 8 24 8 20 2	11 4 11 4 11 4 11 0 11 2 10 2 9 10 10 6	- 5 rooms, with two windows to each; 17 rooms, with one window to each.	1
	Weedon, Artillery, Cavalry, and Infantry:								
	Lower Barrack -	1805 -	- - Brick walls, timber roofs, and covered with slates.	6 16 2 7 4 2	18 0 24 0 27 0 30 0 35 0 43 0	10 6 20 7 21 0 20 7 21 0 21 0	11 0 11 0 11 0 11 0 11 0 11 0	- 12 rooms, with one window in each; 16 rooms, with 2 windows in each; 9 rooms, with three windows in each.	1
	Upper Barrack	- - Built in 1805, and con- verted in- to bar- racks 1837.	- - Brick walls, timber roofs, and covered with slates.	4 2 8	15 10 15 10 69 9	16 6 16 6 35 9	10 0 7 0 15 6	- 2 rooms, with one window in each; 4 rooms, with 2 windows in each; 8 rooms, with 12 windows in each.	- 6 rooms, with one fireplace in each; 8 rooms, with two fire- places in each.
	Northampton, Cavalry and Infantry Barracks.	1797 -	- - Stone walls, timber roofs, and covered with slates.	4 12 2 2	16 3 28 0 19 5 152 0	15 0 16 3 16 3 14 9	8 9 8 9 8 9 12 0	- 18 rooms, with one window in each; two rooms, with 5 windows in each.	2 heated with stoves.
	Nottingham, Cavalry Bar- rack.	1791 -	- - Brick walls, timber roofs, and covered with slates.	4 4 10 8	16 8 16 8 26 2 26 20	12 11 15 4 16 8 16 8	8 0 10 4 8 0 10 3	- 26 rooms, with one window in each.	1
	Brecon, Cavalry and In- fantry Barrack.	-- The old part con- structed in 1806 for an armou- ry, and converted into a bar- rack in 1826; the new part built in 1843 and 1845.	- - The walls of the old part are brick throughout; the main part stone, lined with brick; roofs timber, and covered with slates.	2 9 1 1 4 1 1 4 8 2 1	18 16 14 0 30 0 21 0 34 0 26 3 30 0 37 6 33 6 36 0 30 0 30 0	12 0 8 8 9 0 17 6 30 9 22 9 22 6 26 6 19 0 19 0 22 6 27 3	8 4 10 0 10 0 10 0 10 6 10 0 10 0 10 0 11 0 10 0 16 9 16 9	- 9 rooms with one window in each; five rooms, with 2 windows in each; 16 rooms, with four windows in each.	1
	Newport, Cavalry and In- fantry Barrack	- Between 1843 and	- Stone walls, lined with brick: roofs	6 1	12 5 14 7	8 5 8 5	10 10 10 10	- 7 rooms, with one	1

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is Supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
-- 1 ventilator over the door in each room.	-- 20 rooms, 9 men in each; 1 room with 1 non-commissioned officer; 6 rooms, with 2 non-commissioned officers in each.	-- 195 men, 11 women, 15 children.	-- With spring-water, from six pumps in the barrack yard, close to the buildings.	-- No accommodation for men washing, except in the barrack rooms.	-- 2 washing-houses for men's clothes.	1 cooking-house.	
-- 12 rooms, with 3 ventilators to each; 4 rooms, with 2 ventilators to each; 5 rooms, with 1 ventilator to each; 1 room, with no ventilator.	-- 1 room, with 1 serjeant; 4 rooms, with 2 serjeants in each; 1 room, with 5 privates; 1 room, with 8 privates; 1 room, with 10 privates; 11 rooms, with 12 privates in each; 2 rooms, with 13 privates in each; 1 room, with 16 privates.	-- 170 men, 10 women, 15 children.	-- With spring water, from three pumps in the barrack yard, close to the buildings.	-- No accommodation for men washing, except in the barrack rooms.	-- 1 washing-house for men's clothes.	1 cooking-house.	
-- The rooms have no other means of ventilation.	-- 6 rooms, with 1 serjeant in each; 16 rooms, with 12 privates in each; 2 ditto, with 14 privates in each; 7 rooms, with 16 privates in each; 4 rooms, with 18 privates in each; 2 rooms, with 20 privates in each.	-- 240 men, 20 women, 60 children.	-- With spring water, from five pumps in the barrack yard, close to the buildings.	-- No accommodation for the men washing, except in the barrack rooms.	-- 2 washing-houses for men's clothes.	2 cooking-houses.	
-- The rooms have no other means of ventilation.	-- 6 rooms, with 2 serjeants in each; 8 rooms with -- privates in each.	-- 410 men, 20 women, 60 children.	-- With spring water, from two pumps in the barrack yard, close to the buildings.	-- No accommodation for the men washing, except in the barrack room.	-- 1 washing-house for men's clothes.	2 cooking-houses.	
-- 12 rooms, with 2 ventilators to each; 6 rooms, with 1 ventilator to each; 2 rooms, with 5 ventilators to each.	-- 4 rooms, with 2 serjeants in each; 12 rooms, with 9 privates in each; 2 rooms, with 5 privates in each; 2 attics, with 46 privates in each.	-- 104 men, 12 women, 12 children.	-- With spring water, from four pumps in the barrack yard, close to the buildings.	-- No accommodation for the men washing, except in the barrack room.	-- 1 washing-house for men's clothes.	2 cooking-houses.	
-- 17 rooms, with 3 ventilators in each; 9 rooms, with 2 ventilators in each.	-- 8 rooms, with 2 serjeants in each; 18 rooms, with 9 privates in each.	-- 151 men, 12 women, 21 children.	-- Supplied with water, conveyed into the barracks in pipes from the town.	-- No accommodation for the men washing, except in the barrack room.	-- 1 washing-house for men's clothes.	2 cooking-houses.	
-- The rooms have no other means of ventilation.	-- 11 rooms, with 1 serjeant in each; 1 room, with 7 privates; 1 room, with 8 privates; 3 rooms, with 13 privates in each; 2 rooms, with 14 privates in each; 1 room, with 15 privates; 13 rooms, with 16 privates in each; 2 rooms, with 18 privates in each; 1 room, with 19 privates.	-- 220 men, 9 women, 16 children.	-- With spring water, from seven pumps in the barrack yard, close to the buildings; also with 2 tanks of rain water.	2 washing-houses	2 washing-houses	2 cooking-houses.	
--	-- 7 rooms, with 1 serjeant in each; 17 rooms, with 15 privates in each; 13 rooms, with 16 privates in each; 2 rooms, with 17 privates in each.	-- 438 men, 46 women, 68 children.	-- With spring water, from four pumps; also with four tanks of rain water, close to the buildings.	2 washing-houses	3 washing-houses	3 cooking-houses.	

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.			
					Length.	Width.	Height.					
GREAT BRITAIN—continued.												
MIDLAND AND SOUTH WALES —continued.	Pembroke Infantry Barrack	Between 1841 and 1846.	-- Walls stone, and lined with brick; roofs timber, and covered with slates.	1	16 0	11 4	10 0	- 6 rooms, with 1 win- dow in each; 12 rooms, with 3 win- dows in each.	1			
				1	16 0	14 0	10 0					
				2	32 0	20 0	11 6					
				4	32 0	20 0	10 0					
				2	37 0	20 0	11 6					
			4	37 0	20 0	10 0						
NORTHERN	Newcastle-upon-Tyne	In 1804, 1805, and 1806.	-- Built with brick, and covered with slates.	9	43 0	27 0	8 0	5	1			
				9	13 6	12 6	8 0	2	1			
				15	27 0	21 6	11 6	- 8 of these rooms have 3 windows each, and the other 7 2 each.	1			
				3	59 6	14 0	19 0		2	1		
				6	18 10	12 0	10 3		2	1		
				Tynemouth Castle	Unknown	-- Stone, covered with slates.	1	27 7	13 0	8 6	2	1
							1	26 0	10 10	11 6	2	1
							1	39 4	22 3	9 6	2	1
							1	44 2	22 3	8 9	3	1
							1	48 6	22 2	8 6	6	1
	1	44 7	22 2				11 6	3	1			
	1	33 0	28 6				10 0	3	1			
	1	31 0	28 0				10 9	3	1			
	1	41 7	27 2				10 9	3	1			
	1	41 9	28 0				10 0	3	1			
							1	33 0	26 11	10 9	3	1
							1	33 0	28 2	10 0	3	1
	Sunderland		1793	-- Brick, and covered with pantiles.	15	38 2	22 9	9 0	4	1		
					15	16 5	11 3	9 0	1	1		
	Carlisle Castle		Unknown	-- Stone, and covered with lead.	1	15 9	15 5	8 2	2	1		
					1	14 8	15 0	10 4	2	1		
						2	32 8	19 8	10 2	4	1	
						4	33 6	20 0	10 4	4	1	
						1	16 3	14 11	9 11	2	1	
						6	33 6	20 0	9 11	4	1	
						1	30 10	14 7	16 2	3	1	
						2	30 3	14 7	16 5	3	1	
						3	30 3	14 8	16 6	3	1	
						4	30 8	14 7	16 6	3	1	
						5	30 10	15 5	10 4	3	1	
						6	34 8	14 10	10 4	3	1	
						7	35 2	14 10	10 4	3	1	
						8	30 10	15 5	10 4	3	1	
						1	21 3	20 3	9 6	3	1	
						2	21 3	18 2	11 0	4	1	
						1	42 9	14 0	16 0	2	1	
						2	42 9	14 0	16 0	2	1	
						1	14 1	7 6	10 3	1	1	

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	H.w the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
-- The rooms are ventilated by loopholes.		-- 220 men, 6 women, 13 children.	-- With spring water in 6 tanks close to the buildings, holding 87,000 gallons, supplied by a force pump.	-- No accommodation for men washing, except in the barrack rooms.	1 washing-house	4 cooking-houses.	
-- A zinc ventilator in the back and front wall.	22	-- 530 men, 30 women, and 48 children, being the average of the last 3 years.	-- These barracks occupy 11 acres of ground, and within the boundary wall there are 6 wells, 4 of which are unfit for culinary purposes. There are also 3 rain-water tanks; viz. 1 to contain 32,000 gallons, one 18,000 gallons, and one 10,000 gallons.	-- Washing-room No. 1, to accommodate 208 men.	-- 1 wash-house for the women, containing 3 boilers.	-- 1 cooking-house, containing 18 boilers.	
-- Only by the windows.	2			-- Washing-room No. 2, to accommodate 208 men.	ditto - -	-- 1 cooking-house, containing 16 boilers.	
-- Only by the windows, there being a thorough draught from back to front.	14						
ditto - -	20	- - -		-- Washing-room No. 3, to accommodate 60 men.	none - -	-- The men in these rooms cook in the cooking-houses.	
ditto - -	2						
-- Only by the door and windows.	1	-- 150 men, 9 women, and 17 children, being the average of the last 3 years.	-- 2 wells within 50 yards of the barracks, and 2 rain-water tanks; viz. 1 containing 17,000 gallons, and the other 13,000 gallons.	-- 2 washing-rooms now constructing, and will be completed next month, for the accommodation of 236 men.	-- 1 wash-house for the women, containing 4 boilers.	-- 1 cooking-house, containing 12 boilers.	
ditto - -	1						
ditto - -	23						
ditto - -	23						
ditto - -	24						
-- Ventilation in ceiling.	24						
-- Only by the door and windows.	23						
-- Ventilation in ceiling.	23						
ditto - -	27						
-- Only by the door and windows.	23						
-- Ventilation in ceiling.	23						
-- Only by the door and windows.	22						
-- Only by the windows, there being a thorough draft from back to front.	20	-- 230 men, 16 women, and 20 children, being the average of the last 3 years.	-- A good supply of water from the Sunderland Water Company, for which the Board pay 20 £. per annum.	-- 4 washing-rooms for the soldiers, to accommodate 315 men.	-- 2 wash-houses for the women.	-- 2 cooking-houses, containing 36 boilers.	
- By doors and windows.	1						
-- Only by the door and windows.	6	-- 216 men, 27 women, and 47 children, being the average of the last 3 years.	-- 2 wells within 50 yards of the barracks; 2 rain-water tanks, viz. one containing 12,000 gallons, and the other 10,000 gallons.	-- 2 washing-rooms for the soldiers, to accommodate 222 men.	-- 1 wash-house for the women, containing 2 boilers.	-- 2 cooking-houses; viz. one containing 10 and the other 6 boilers.	
ditto - -	2						
ditto - -	18						
ditto - -	18						
ditto - -	2						
ditto - -	18						
ditto - -	13						
ditto - -	13						
ditto - -	13						
ditto - -	13						
ditto - -	14						
ditto - -	15						
ditto - -	14						
-- Ventilator in ceiling.	9						
-- Only by the door and windows.	9						

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.			
					Length.	Width.	Height.					
GREAT BRITAIN—continued.					ft.	in.	ft.	in.	ft.	in.		
NORTH BRITAIN	Edinburgh Castle, Old Barracks.	1566	Stone and lime	1	26	0	22	0	12	6	1	1
				1	31	0	22	6	13	0	2	1
				1	26	6	24	0	9	6	2	1
				1	24	6	15	6	14	6	1	1
				1	34	0	18	0	8	9	6	1
				1	39	0	19	0	8	9	6	1
				1	27	6	21	3	8	6	6	1
				1	20	0	14	6	8	9	2	1
				1	23	6	19	0	8	4	4	1
				1	21	0	18	0	8	2	2	1
	1	14	6	9	6	8	9	1	1			
	1	18	6	11	0	8	6	2	1			
	North Barracks - -	- - Some time during the 17th century.	ditto - - -	12	16	0	15	6	10	0	1	1
12				16	0	15	6	9	6	1	1	
12				16	0	15	6	9	9	1	1	
	Edinburgh Castle, New Barracks.	1799	ditto - - -	1	28	6	16	0	7	6	1	1
1				25	6	18	0	9	0	1	1	
2				18	6	16	6	9	0	1	1	
1				26	0	16	6	9	0	1	1	
2				26	0	16	6	9	0	1	1	
1				29	0	17	0	9	0	1	1	
4				18	0	17	0	12	0	1	1	
3				20	0	18	0	12	0	1	1	
1				17	0	17	0	12	6	1	1	
1				20	0	17	0	12	0	2	1	
1				17	0	17	0	12	0	1	1	
1				21	0	17	0	12	0	1	1	
1				19	0	18	0	12	0	1	1	
2				21	0	17	6	10	0	1	1	
5				20	0	17	9	10	0	1	1	
1				21	0	17	6	10	0	1	1	
9				21	0	17	6	9	9	1	1	
12				21	0	17	6	10	0	1	1	
10				21	0	17	6	11	0	1	1	
1	23	0	19	0	11	0	1	1				
1	24	0	21	0	11	0	1	1				
1	21	6	12	0	12	0	1	1				
1	21	6	12	0	12	0	1	1				
	Piershill Barracks - -	1794	Stone and lime	40	27	0	16	6	8	9	1	1
12				16	6	14	6	8	9	1	1	
2				16	6	14	6	8	9	1	1	
8				15	0	10	9	8	0	1	1	
	Leith Fort - - -	1782	Stone and lime	2	43	6	15	0	9	9	3	1
2				44	6	17	0	9	9	4	1	
1				25	6	15	0	9	9	2	1	
3				26	0	15	0	9	9	2	1	
8				14	0	17	0	9	9	1	1	
1				31	0	15	0	9	9	3	1	
1				24	0	15	0	9	9	2	1	
2				33	0	17	0	9	9	3	1	
1				28	0	15	0	9	9	2	1	
1				32	0	15	0	9	9	3	1	
1				28	0	15	0	9	9	4	1	
1	26	6	17	0	9	9	3	1				
1	37	0	15	0	9	9	4	1				
	Blackness Castle - -	Unknown	Stone and lime	1	27	6	20	10	10	2	2	1
1				33	0	26	10	11	2	4	1	
1				30	3	17	0	10	9	4	1	
1				25	0	19	3	10	9	4	1	
1				24	9	19	5	10	8	4	1	
1				22	2	17	7	11	2	1 skylight	1	
	Greenlaw Barracks -	1815	- - Wood and plaster, and roof slated.	4	25	0	25	3	10	0	7	1
4				25	0	25	3	11	0	7	1	
4				22	0	20	4	11	0	3	1	

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - - -	12	100 to 130	- - Supplied from the Edinburgh Water Company Works to a reservoir, 350 yards from the buildings.	none - - -	none - - -	2 kitchens.	
- - -	18						
- - -	13						
- - -	10						
- - -	16						
- - -	18						
- - -	12						
- - -	6						
- - -	12						
- - -	8						
- - -	1						
- - -	2						
- - Small opening windows over room-doors.	6	200 to 220	ditto - - -	none - - -	1	1 ditto.	
	6						
	6						
none - - -	12	400 to 500	- - Supplied from the Edinburgh Water Company's Works to a reservoir, 250 yards from the buildings.	none - - -	none - - -	4 ditto	
- - -	12						
- - -	7						
- - -	10						
- - -	12						
- - -	12						
- - -	7						
- - -	9						
- - -	9						
- - -	12						
- - -	8						
- - -	8						
- - -	7						
- - -	8						
- - -	8						
- - -	8						
- - -	8						
- - -	8						
- - -	9						
- - -	9						
- - -	2						
- - -	1						
- - Small opening windows over room-doors.	8	200 to 320	- By pump-wells, 20 to 50 yards from the building, and by pipes from a spring, distant about half a mile.	- - -	2 washing-places	4 ditto.	
	2						
	1						
	2						
none - - -	19	150	- - By a pump-well, 50 yards from the building.	none - - -	1	1 ditto.	
- - -	20						
- - -	10						
- - -	11						
- - -	5						
- - -	12						
- - -	9						
- - -	14						
- - -	12						
- - -	13						
- - -	15						
- - -	13						
- - -	13						
none - - -	9	Coast-guard	- - By a pump-well.	none - - -	none - - -	none.	
- - -	14						
- - -	9						
- - -	9						
- - -	8						
- - -	7						
- 6 ventilations 1 foot square, 4 ditto in the ceiling.	16	14	- - By iron pipes from a reservoir, distant 40 feet from the building.	none - - -	none - - -	2 houses - - -	- - The depot hospital, now the Military prison, was returned as accommodation for 76 men.
	16	14					
	12	10					
	12	10					
2	10	9	- - By iron pipes, from a spring a	1	- - -		

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
GREAT BRITAIN—continued.						ft. in.	ft. in.	ft. in.		
NORTH BRITAIN— continued.	Holy Island Castle -	Unknown	Stone and lime -	1	28 0	19 5	9 1 ½	2	1	
				1	19 8 ½	15 2 ½	10 4	2	1	
				1	12 7 ½	11 0	8 6	1	-- Vent ^a stopped.	
					1	11 3	6 0	9 5 ½	1	1
	Dundee Infantry Barracks	1796 -	Freestone -	No. 1	37 2	26 6	9 8	7	2	
				Turret	9 4	9 11 ½	7 8	1	1	
				No. 2	45 4	22 8	8 0	5	2	
				Turret	9 0	11 10	6 8	2	none -	
				No. 3	52 8	28 1	8 3	11	2	
				Turret	9 7	8 11	7 3	1	1	
				No. 4	46 11	21 11	8 1	4	2	
				Turret	12 6	10 11 ½	6 8	2	none -	
				No. 5	45 5	22 7	7 9	5	2	
				Turret	11 5	11 5	9 9	4	1	
				No. 6	55 2	25 10	7 6	12	2	
				Turret	9 10	8 10	7 0	1	1	
				No. 7	45 11	24 2	6 10	6	2	
				Turret	12 0	12 0	7 8	4	none -	
	No. 8	55 0	25 9	7 8	11	2				
	Turret	9 10	9 6	8 8	1	1				
	No. 9	47 2	22 1	8 0	7	2				
	{ No. 10	46 7	22 0	8 1	4	2				
	{ No. 11	44 9	22 10	7 8 ½	6	2				
	{ No. 12	46 3	22 1	7 0	6	2				
	Perth Cavalry and Infantry Barracks.	1795 -	Soft freestone -	20	26 4	16 8	8 9	1	1	
				6	40 0	28 0	9 6	2	1	
	Glasgow Cavalry Barracks	1821 -	Stone and lime -	29	27 0	24 6	10 0	2	1	
6				24 6	16 6	10 0	1	1		
4				24 6	10 6	10 0	1	1		
Glasgow Infantry Barracks	1795 -	Stone and lime -	68	26 0	20 0	9 4	1	1		
			3	26 0	20 0	9 4	1	1		
Hamilton Cavalry Barracks	- - About 1794-95.	Stone and lime -	19	26 7	16 8	8 9	1	1		
			5	13 2	16 8	8 9	1	1		
			3	13 2	16 8	8 9	1	1		
Paisley Infantry Barracks	About 1830	Stone and lime -	16	34 3	20 3	10 5	2	1		
			1	34 3	20 3	10 5	1	1		
			1	20 0	21 0	10 5	1	1		
Dunbarton Castle Infantry Barracks.	1794 -	Stone and lime -	6	26 3	17 2	9 10	- 4 in 2 of the rooms, and 2 in 4 of the rooms.	1		

Digitized by Google

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
-- Only 2 windows in passage.	15 8 4	Const-guard	Cisterns— No. 1, 7. 0 × 3. 0 $\frac{1}{2}$ × 3. 0 $\frac{1}{2}$; No. 2, 7. 0 × 3. 0 $\frac{1}{2}$ × 3. 0 $\frac{1}{2}$; No. 3, 5. 0 × 2. 7 $\frac{1}{2}$ × 3. 5.	none	none	none.	
- - -	1						
none - -	28	- The same number when the barrack is fully occupied. Average occupation, 196.	- A spring-well, with pump about 50 yards from the soldiers' barracks, and a cistern with pump at the soldiers' cook-house, in rear of the barracks.	1	1, with boilers	- 1, with boilers for cooking.	1 These rooms are divided by partitions in the middle.
- - -	1						
- - -	27						
- - -	1						
- - -	25						
- - -	1						
- - -	30						
- - -	1						
- - -	27						
- - -	1						
- - -	33						
- - -	1						
- - -	27						
- - -	1						
- - -	37						
- - -	1						
- - -	12						
- - -	8						
- - -	27						
- - -	9						
1	16	- The same number when the barrack is fully occupied. Average occupation, 66.	- 1 well at entrance-gate, supplied from the city of Perth reservoir.	- - 1 small washhouse		- 4 kitchens, over which are 3 cleaning rooms.	
2	24						
3	12	- - -	-- 8 delivery pipes with brass cocks, constructed in the wall of the basement of soldiers' barracks, on a level with Barrack-square. Water supplied by water company.	none	1, with 2 boilers	1, with 6 boilers.	
3	2	- - -					
- - -	1	- - -	- 2 delivery pipes, with brass cocks, constructed in the boundary wall, in rear of soldiers' barracks and 10 feet from them.	none	- 2, with 2 boilers in each.	- 5 with 5 boilers in each, and 1 with 3 boilers.	
- 24 rooms have 4 ventilators in each; 48 rooms have 3.	12 2	- - -	- 2 delivery pipes, with brass cocks, constructed in the boundary wall, in rear of soldiers' barracks and 10 feet from them.	none	- 2, with 2 boilers in each.	- 5 with 5 boilers in each, and 1 with 3 boilers.	
- 2 ventilators and 1 opening sash.	8 2 1	8 2 1	- Supplied by 2 pump-wells immediately in front of the centre of east wing, and in rear of the centre of west wing. There is in the barrack an ample supply of good water.	none	1, with 2 boilers	- 4, with 2 boilers in each.	- In the officers' barracks there are 4 servants' rooms for 2 each, and 2 kitchens for 1 each, which makes the total accommodation of the barrack 175 men.
3	15	12 or 13	- Supplied by a well and pump 90 yards from soldiers' barracks, and by a pipe and brass cocks at 16 yards from ditto, the water of the last being supplied by water company.	none	- 1, with 2 boilers and a kitchen grate.	1 with 10 boilers	- 1 bath for the librarian and a room in the hospital for the serjeant makes the total accommodation 258 men.
3	14	12					
1	1	1					
3	10	42	- By a well, with a pump 72 feet from the barracks.	none	none	none	- There are 2 garrets, only 6 $\frac{1}{2}$ feet in height, with sloping ceilings, 1 without a fireplace, neither of them fitted up, which were formerly returned for 14 men, and could only be used on emergency.
-	-	10	Supplied by 2	none	- 1, with 1 boiler	- 4, - - each for	- There is accommodation in the

DISTRICT	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.								
					Length.	Width.	Height.										
GREAT BRITAIN—continued.																	
NORTH BRITAIN— continued.	Stirling Castle Infantry Barracks.	-- About 1460, and converted into a bar- racks in 1801-2.	Stone and lime	1	12 10	14 7	8 2	1	1								
				1	18 2	10 2	8 6	1	1								
				1	14 9	10 0	8 9	1	1								
				1	36 6	30 6	11 9	2	1								
				1	36 6	22 0	11 6	2	1								
				1	36 6	21 6	11 6	6	1								
				1	36 6	22 6	11 6	2	1								
				1	36 6	21 6	13 11	4	1								
				3	36 6	22 0	13 11	2	1								
				1	36 3	22 0	11 7	2	1								
1	53 0	25 0	11 6	5	1												
1	46 0	25 0	11 6	9	1												
1	36 0	25 0	13 10	2	1												
	Stirling Castle Royal Pa- lace Old Infantry Bar- racks.	- - - - -	- - - - -	1 ¹	37 6	23 0	9 1	3	1								
				1 ¹	37 6	19 0	10 0	1	none								
				1 ¹	34 6	19 6	9 0	2	1								
				1 ¹	34 6	18 0	9 9	1	none								
				1	24 6	22 0	8 7	1	none								
				1	24 6	22 6	8 9	2	1								
				1 ¹	30 6	24 8	9 6	2	1								
				1 ¹	39 6	20 0	10 2	2	none								
				1 ¹	49 6	24 0	9 3	3	1								
				1 ¹	49 6	24 0	9 3	5	none								
1 ¹	49 6	23 0	9 4	3	1												
1 ¹	49 6	19 0	9 0	3	none												
1	40 0	19 0	9 6	4	1												
1	46 0	19 0	9 3	3	1												
2	18 9	14 0	8 8	1	1												
1	25 0	8 6	8 8	2	1												
	Fort George Infantry and Artillery Barracks.	-- About 1757 to 1763.	Stone and lime	32	17 0	16 0	10 6	1	1								
				12	17 0	17 0	10 6	1	1								
				2	18 0	17 0	10 6	2	1								
				47	17 6	16 0	8 6	1	1								
				2	17 6	16 0	8 6	1	1								
				8	17 6	17 0	8 6	1	1								
				2	45 6	17 6	8 6	2	2								
				2	18 6	17 6	8 6	2	1								
				6	18 6	17 0	8 6	1	1								
				47 ²	18 0	16 0	9 0	1	1								
1 ²	18 0	16 0	9 0	1	1												
2 ²	47 6	17 6	9 0	2	2												
8 ²	19 0	18 0	9 0	2	1												
8 ²	19 0	17 0	9 0	1	1												
	Artillery	- - - - -	- - - - -	1	35 0	15 0	9 6	3	1								
				1	27 6	15 0	9 6	2	1								
				1	27 0	24 0	9 6	3	1								
				1	27 0	24 0	8 0	3	1								
				1	27 0	15 0	8 0	2	1								
				1	35 0	15 0	8 0	3	1								
				2	27 0	24 6	8 0	3	1								
				1	27 0	24 6	10 6	2	1								
					Fort Augustus	- - About 1780 to 1781.	Stone and lime	14	18 0	17 0	11 3	1	1				
								4	18 0	17 0	11 3	1	1				
2	18 0	17 0	7 6					1	1								
2	18 0	16 0	7 6					1	1								
6	18 0	17 0	7 0					1	1								
	Fort William	- - - - -	Stone and lime					3	15 0	14 1	8 10	1	1				
								4	15 0	14 1	9 1	1	1				
								4	14 9	11 6	7 0	1	1				
									Aberdeen Barracks	- 1794 to 1795.	Stone and lime	4	26 6	20 0	9 2	1	1
												2	26 6	20 0	9 2	1	1
				9	26 6	20 0	9 2					1	1				
				8	26 6	20 0	9 2					2	1				
				2	26 6	20 0	9 2					2	1				
				3	26 6	20 0	9 2					2	1				
				1	26 6	20 0	9 2					2	1				
2	26 6	20 0	9 2	2	1												
	Fort Charlotte	- 1782 -	Stone and lime	1	18 3	17 6	8 6					2	1				
				1	18 3	17 6	8 6					2	1				
				1 ³	21 6	21 3	14 5	2	1								
				1 ³	21 6	21 3	14 5	2	1								
				8	44 3	18 0	8 0	3	2								
				1 ³	21 6	21 3	14 5	3	1								
				1	18 3	17 6	8 6	2	1								
				1	18 3	17 6	8 6	2	1								
				1 ³	21 6	21 3	14 5	2	1								
				1 ³	21 6	21 3	14 5	2	1								

Digitized by Google

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	1	1	-- The supply of water is from the roofs of the buildings, collected in 4 tanks, each capable of containing 100,000 gallons. One of the tanks has a small spring, and each a pump attached to it at the following distances from their respective barracks; 100, 95, 22, 7 yards.	-- One cleaning room of 20 ft. 5 in. by 10 ft. 3 in.; height, 12 ft. 4 in.	-- 1 wash-house, with 2 boilers, 20 ft. 10 in. by 10 ft. 7 in.; height, 13 ft. 7 in.	-- 2 cooking-houses, 34 ft. 9 in. by 20 ft.; height, 12 ft. 8 in.; the one containing 16, the other 12 boilers.	
none - -	1	1					
none - -	1	1					
none - -	26	-- The accommodation is 560.					
none - -	18	The average occupation for the last five years, 20 men and 41 children; the present occupation, 62 men and 12 women, 22 children; and except when absolutely necessary, the rooms are never occupied to the extent of their construction by about one-fourth.					
1 - -	27						
1 - -	22						
1 - -	27						
1 - -	22						
none - -	14						
none - -	27						
1 - -	26						
none - -	24						
none - -	16						
none - -	24						
none - -	14						
none - -	16						
none - -	18						
none - -	15						
none - -	21						
none - -	25						
none - -	22						
none - -	26						
none - -	20						
none - -	29						
none - -	10						
none - -	8						
none - -	5						
none - -	4						
1 door - -	5	- - - -	-- The barracks supplied by 2 pumps and wells, situated 140 yards from the barrack buildings.	none - -	2	-- 8 kitchens, unprovided for cooking.	-- 'The windows of every two of these rooms give light to both the upper ones, being rather galleries than rooms, there being floors around the walls and an open space railed round in the centre of each. The upper rooms have no fireplaces, receiving warmth from those in the lower. The rooms of the new barracks have each a stove.
ditto - -	5						
ditto - -	5						
ditto - -	5						
ditto - -	5	2 staff serjeants.					
ditto - -	5						
2 doors - -	13						
1 door - -	5	4 ditto.					
ditto - -	5						
ditto - -	7						
ditto - -	7	2 ditto.					
2 doors - -	16						
1 door - -	8						
ditto - -	7						
1 door - -	10						
ditto - -	8						
ditto - -	12						
ditto - -	10						
ditto - -	6	2 ditto.					
ditto - -	8						
ditto - -	9						
2 doors - -	13						
1 door - -	10	-- 7 men and 1 woman occupy 2 rooms at present.	-- By a pump within the walls of one of the buildings.	none - -	none - -	none.	
ditto - -	10						
ditto - -	5						
ditto - -	5						
1 door - -	6	-- The barracks occupied by 22 men, 3 women, and 5 children.	-- Supplied with water by the pump, who carry it a distance of a half mile.	none - -	none - -	none.	
ditto - -	6						
ditto - -	4						
1 door - -	12	14	-- From the City Reservoir, conveyed by pipes to within 50 yards of the rear of the barracks.	none - -	-- 2 wash-houses, with 2 twenty-five gallon boilers in each.	-- The messes are cooked in 4 kitchens, containing 4 boilers.	
ditto - -	12	14					
ditto - -	12	14					
ditto - -	12	14					
ditto - -	12	14					
ditto - -	12	14					
		-- 10 men, 1 serjeant.					
ditto - -	12	ditto.					
ditto - -	2	-- 2 staff serjeants.					
-- No other	1 Room, 1	-- Not occupied	-- From a tank	-- none, except	none	none	-- 'These rooms are in an unfur-

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.			
					Length.	Width.	Height.					
GREAT BRITAIN—continued.					ft.	in.	ft.	in.				
SOUTH WEST and SUSSEX.	Portsmouth, Royal Artillery	Unknown	- - Brick, with tiled roofs and wood floors.	1	32	0	30	0	12	1	5	1
				2	41	7	31	1	12	1	9	1
				1	31	10	29	9	9	0	5	1
				1	32	0	29	10	9	0	5	1
				2	41	4	31	1	12	2	9	1
				2	12	0	10	3	9	0	1	1
	Colewort - - -	1788 -	Ditto - - -	15	18	0	34	4	9	0	4	1
				1	18	6	15	3	9	0	2	1
				1	14	0	15	0	9	0	2	1
				1	9	7	15	0	9	0	1	1
				5	9	7	7	3	9	0	1	1
	Cambridge - - -	1825 -	Ditto - - -	1	29	9	24	2	11	9	4	1
				1	29	9	26	5	10	4	4	1
				2	29	9	30	7	10	0	4	1
				1	24	2	27	9	10	10	2	1
				2	38	0	27	9	10	10	3	1
				1	24	10	28	3	10	0	3	1
				1	23	3	31	2	10	0	2	1
				1	38	0	27	9	10	0	2	1
				1	21	10	28	3	10	0	2	1
				1	23	3	31	2	10	0	2	1
				5	31	5	31	10	11	0	2	1
				1	22	4	18	0	8	9	3	2
				9	9	0	13	0	10	0	1	1
				2	12	0	12	0	9	2	1	1
	Fourhouse - - -	1777 -	Ditto - - -	5	21	7	40	9	13	4	4	1
				8	21	7	40	9	10	6	4	1
				1	11	6	21	11	10	0	1	1
				1	13	8	16	6	60	0	1	1
				6	7	7	14	10	10	6	1	1
	Fort Cumberland - - -	- Between 1800 and 1815.	- Stone and brick, with brick floors.	3	41	4	16	0	9	0	2	1
				28	37	4	16	0	9	0	2	1
				5	60	9	28	0	9	0	2	1
	Gosport, Forton - - -	ditto -	- Brick, with slated roof and wood floors.	4	49	8	23	11	14	4	10	1
				6	62	3	24	6	13	11	11	1
				6	62	9	24	4	12	6	11	1
				2	30	8	15	8	14	0	4	1
				3	30	6	15	9	12	6	4	1
				1	11	3	10	0	11	10	4	1
				1	11	6	10	0	11	10	4	1
				1	29	10	19	10	14	4	6	1
	Haslar - - -	ditto -	Ditto - - -	6	38	0	22	0	14	0	6	1
				17	22	0	22	0	14	0	3	1
	Fort Monckton - - -	- - About 1780.	- - Stone and brick, with slated roofs and wooden floors.	11	28	3	12	3	8	0	2	1
				1	34	0	19	6	9	0	4	1
				1	30	6	19	6	9	0	4	1
				1	17	3	16	0	9	0	2	1
				16	19	6	15	9	9	0	1	1
				1	8	6	7	6	9	0	1	1
				1	10	3	9	0	9	0	1	1
	Island of Portsea, Tipner	1801 -	- Brick, with slated roofs and wood floors.	4	27	0	13	0	12	0	3	1
				4	13	8	12	0	8	9	2	1
				1	20	9	7	0	11	6	2	1
				2	11	0	6	0	10	9	1	none
				1	20	0	16	0	11	0	3	1
	Isle of Wight, Albany	1797 -	- - Partly built of brick and partly of wood framing, tiled roof and wood floors.	1	40	0	25	0	12	6	6	1
				16	32	0	25	3	10	10	4	1
				1	36	6	19	0	15	1	5	1
				32	32	0	19	9	10	10	3	1
				6	25	9	21	3	15	0	3	1
				1	25	9	21	3	9	9	3	1
				11	27	0	22	0	10	9	4	1
				23	22	0	22	0	10	9	4	1
				1	22	0	22	0	10	9	6	1
				28	13	0	14	0	9	0	2	1
				2	14	0	11	6	9	0	1	1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
- - -	22	26	-- The barrack is supplied with water by the Portsea Island Water Company, which is sent into several parts of the barracks through pipes.	- - -	-- 1 room fitted with a large copper, bench, &c.	-- 1 room fitted up with 8 boilers, benches, &c.	
- - -	27	30					
- - -	22	25					
- - -	20	22					
- - -	27	29					
- - -	1	-- Staff serjeant and family.					
- - -	16	18	ditto - -	-- 1 room fitted with boiler, bath, footpans, washing basins, &c.	-- 1 room with two coppers, &c.	-- 1 kitchen fitted with 8 boilers, benches, &c.	
- - -	1	2					
- - -	1	2					
- - -	1	2					
- - -	19	21	ditto - -	ditto - -	ditto - -	-- 1 kitchen with 14 boilers and benches.	
- - -	19	21					
- - -	20	22					
- - -	19	21					
- - -	22	25					
- - -	18	19					
- - -	19	21					
- - -	22	25					
- - -	18	20					
- - -	19	21					
- - -	20	22					
- - -	1	2					
- - -	1	2					
- - -	1	2					
- - -	23	25	ditto - -	ditto - -	ditto - -	-- 1 kitchen fitted up with 14 boilers.	
- - -	23	25					
- - -	2	5					
- - -	2	4					
- - -	1	2	-- From a well within the Fort, with 3 pumps attached.	none - -	-- 1 room fitted with four coppers.	-- 1 kitchen fitted up with 19 boilers.	bomb proof.
- - -	20	23					
- - -	16	19					
- - -	26	32					
- - -	30	30	-- An abundant supply of good water is obtained from a spring well, from which it is thrown by means of a force-pump (worked by the men), into cisterns, and drawn off by cocks. The distance in rear of the building is only a few yards.	none - -	-- 1 room fitted with coppers.	-- 1 kitchen fitted up with boilers and benches.	
- - -	38	38					
- - -	38	38					
- - -	4	4					
- - -	4	4					
- - -	1	1					
- - -	1	1					
- - -	1	1	-- Supplied from 3 spring wells of good water in the barrack yard, worked by hand-pumps.	none - -	ditto - -	-- 1 kitchen fitted with boilers and benches.	
- - -	21	21					
- - -	13	13	-- Supplied from a spring well of good water, worked by hand pumps in the barrack yard.	none - -	ditto - -	-- 1 kitchen fitted with 9-gallon boilers and benches.	bomb proof.
- - -	9	- - -					
- - -	20	- - -					
- - -	18	- - -					
- - -	8	- - -					
- - -	9	- - -					
- - -	1	- - -					
- - -	1	- - -	-- As much as can be collected from rain, and the rest brought by water-cart daily, from a spring 960 yards from the barracks.	none - -	ditto - -	-- 1 kitchen fitted with boilers and benches.	
- - -	12	15					
- - -	5	5					
- - -	1	4					
- - -	1	4					
- - -	12	14	-- Supplied from 3 wells, drawn by pumps near to the men's room.	none - -	-- 2 rooms fitted with coppers.	- 4 kitchens fitted with boilers and benches.	
-- 49 of the largest rooms over the door from the roof,	24	25					
	20	21					
	20	22					
	18	19					

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.									
SOUTH WEST and SUSSEX—contd.	Marchwood (near South- ampton).	1815	- Brick, with wood- en floors and slate roofs.	4	33 0	21 2	10 9	6	1
				1	17 0	13 8	10 0	2	1
				1	17 0	13 7	9 2	2	1
				1	19 9	14 10	9 2	3	1
	Chichester - - -	1802	- - Wood framing, weather boarded, tiled roofs, and wooden floors.	44 34	29 4 11 6	15 11 11 10	10 0 10 0	5 2	1 1
	Winchester - - -	1684	- - Brick, with slated roofs and wooden floors.	3 1 1 1 1 1 1 1 2 2 1 1 2 1 1 1 2 1					

No of Ve other Ven

-
-
-
-

-
-

-
-
-
-
-
-
-
-
-
-
-

1 in ea

-
-
-
-
-
-
-
-
-
-
-

1 in each

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.					ft. in.	ft. in.	ft. in.		
SOUTH WEST and SUSSEX—contd.	Winchester (continued)			1	21 6	21 9	10 8	2	1
		1	20 3	21 10	2				
		1	22 2	21 9	2				
		1	22 4	22 0	2				
		1	22 9	21 9	2				
		1	22 8	21 6	2				
		1	23 2	25 0	2				
		1	22 9	24 5	2				
		1	21 9	22 10	2				
		2	21 9	22 4	2				
		1	20 3	22 3	2				
		1	22 0	21 6	2				
		1	22 4	21 10	2				
		1	21 0	22 6	2				
		1	20 7	22 0	2				
		1	20 9	21 10	2				
		1	20 6	22 4	2				
		1	21 6	22 6	3				
		1	20 6	22 0	2				
		1	20 7	22 0	2				
		1	20 6	22 0	2				
		1	22 0	22 0	2				
		1	22 0	22 3	2				
		1	21 10	9 2	10 8	1	1		
		1	14 11	12 7		1			
		1	22 4	9 7		2			
		1	14 0	7 10		1			
		1	24 11	10 6		1			
		1	26 2	10 6		1			
		1	22 0	10 4		1			
		1	22 0	10 0		1			
		1	17 0	10 0		1			
		1	14 7	13 1		1			
		1	16 3	8 6		1			
		1	22 0	22 0	9 9	2	1		
		1	21 6	22 0		2			
		1	22 10	22 9		2			
		1	22 10	22 10		2			
		1	21 6	21 10		2			
		1	21 8	22 0		2			
		1	21 0	22 9		2			
		1	21 0	22 9		3			
		1	21 0	22 6		1			
		1	22 4	22 3		2			
		1	22 11	22 0		2			
		1	22 0	22 10		2			
		1	22 9	25 4		2			
		1	23 0	25 2		2			
		1	21 4	25 0		2			
		1	21 3	22 7		2			
		1	22 3	22 3		2			
		1	21 5	22 4		2			
		1	22 9	21 9		2			
		1	23 0	22 2		2			
		1	22 9	22 3		2			
		1	22 9	22 0		2			
		1	23 3	25 3		2			
		1	22 9	24 8		2			
		1	21 6	23 0		2			
		1	21 7	23 0		2			
		1	21 9	23 0		2			
		1	20 1	22 6		2			
		1	22 4	22 0		2			
		1	22 3	22 1		2			
		1	21 0	22 0		2			
		1	20 9	22 4		2			
		1	21 3	22 3		3			
		1	20 3	22 0		2			
		1	20 9	22 0		2			
		1	20 8	22 0		2			
		1	22 6	22 4		2			
		1	22 0	22 6		2			
		1	21 3	22 8		2			
		1	20 6	22 8		2			
		1	22 0	9 2	9 9	1	1		
		1	14 10	12 7		1			
		1	22 4	9 11		2			
		1	25 1	10 6		1			
		1	26 2	10 6		1			

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
1 in each room.	14 in each room	- 14 men in each room.					
- - -	2	Serjeants, &c. :					
- - -	2	2					
- - -	2	2					
- - -	1	1					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	1	1					
1 in each room	14 in each room	- 14 men in each room.					
- - -	2	Serjeants, &c. :					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	1	1					
- - -	1	1					
- - -	2	2					

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.		
					Length.	Width.	Height.				
GREAT BRITAIN—continued.											
SOUTH WEST AND SUSSEX—contd.	Christchurch - - -	1792 -	-- Brick, with slated roofs and wooden floors.	5	15 0	16 11	9 6	2	1		
				39	27 11	16 11	9 6	2	1		
				5	19 0	16 11	9 6	1	1		
				17	15 3	16 11	9 6	2	1		
				12	11 6	16 11	9 6	2	none		
				1	86 0	26 8	9 0	12	1		
				2	75 6	26 8	9 0	12	1		
				1	11 3	18 6	7 3	2	-		
				2	11 3	13 6	7 3	1	-		
				11	16 8	17 1	6 6	1	-		
	Southsea Castle - - -	1814 -	Stone and brick -	3	23 6	16 0	9 0	2	1		
				1	23 6	16 0	9 0	1	1		
				1	27 0	16 0	9 0	2	1		
				2	26 0	16 0	9 0	2	1		
				2	18 6	16 0	9 0	2	1		
				1	18 6	16 0	9 0	1	1		
				2	38 2	16 0	8 6	3	1		
	Brighton, Cavalry Barracks	About 1796	-- Brick, with wood floors and slated roof.	20	27 9	17 0	9 1	2	1		
				10	17 0	15 3	9 1	2	1		
	Ditto, Infantry - - -	Ditto -	Ditto - - -	9	30 0	20 0	10 3	3	1		
				9	30 0	20 0	10 0	4	1		
	Circular Redoubt at East- bourne.	1805 -	Stone and brick -	10	39 3	14 0	13 9	- - 2 and 2 bulls' eyes.	1		
Towers - - - -	- - -	Stone - - -	33	- - -	- - -	- - -	- - -	- - -			
WOOLWICH -	Royal Artillery - - -	- Between the years 1801 and 1809.	-- Brick, with fir roof and slated.	4	24 6	19 9	7 5	3	1		
				4	24 11	20 1	10 11				
				4	24 11	20 1	10 3				
				4	24 11	20 1	8 1				
				4	24 6	19 9	7 5				
				4	24 11	20 1	10 11				
				4	24 11	20 1	10 3				
				4	24 11	20 1	8 1				
				2	24 6	19 9	7 5				
				2	24 11	20 1	10 11				
				4	24 11	20 1	10 3				
				4	24 11	20 1	8 1				
				4	24 6	19 9	7 1				
				2	42 3	25 0	11 5				
				2	25 0	20 0	11 5				
				2	42 3	25 0	10 5				
				2	25 0	20 0	10 5				
				2	42 3	25 0	7 11				
				2	25 0	20 0	7 11				
				4	24 6	19 9	7 1				
				4	25 0	20 0	11 5				
				4	25 0	20 0	10 5				
				4	25 0	20 0	7 11				
				4	24 6	19 0	7 1				
				4	25 0	20 0	11 5				
				4	25 0	20 0	10 5				
				2	25 0	20 0	7 11				
				2	42 3	25 0	11 5				
				1	24 9	23 9	9 5			4	1
				1	29 6	23 1	9 5				
				1	11 0	9 9	9 8			1	-
				1	24 9	23 9	11 8			4	1
				1	29 10	23 4	11 7				
				1	25 0	22 8	8 3	4	1		
				1	23 10	29 6	8 6				
				1	25 0	24 10	8 0				
				1	11 8	10 2	8 6				
				1	29 8	23 1	9 6	4	1		
				1	36 2	25 4	11 8	3	1		
				1	36 2	25 4	9 8				
				1	30 6	23 9	11 3	4	1		
				1	30 6	23 9	9 2	4	1		
				1	11 8	10 0	11 0	1	1		

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
1 2 1 1 none 1 1 - - -	2 12 6 1 6 42 34 2 2 2	-- Average occu- pation last 10 years, 116.	-- Supplied with water from three wells with pumps, contiguous to the buildings.	none - -	-- 1 room fitted with coppers.	-- 1 kitchen fitted with boilers.	
- - - - - - - - - - - -	11 11 12 12	11 11 13 13	- - By a rain- water tank within the Castle.	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	-- Two of these rooms were allot- ted to the lamp- lighter and master gunner, one each. -- These rooms were allotted, one as a barrack store, and the other to the Coast Guard. -- Allotted to the Coast Guard.
- - - - - - - - -	12 12 16 16	- - - - - - 17 17	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	- - - - - - - - - - - -	
- - - - - - - - -	8 3	11 3	-- By a pump 36 feet from the building.	none - -	-- 1 room fitted with 2 large cop- pers.	-- 1 kitchen fitted with 20 boilers.	
1 1	16 16	17 17	-- By pumps 41 feet from the building.	none - -	none - -	-- 1 kitchen fitted with 11 coppers.	
1	20	-- Royal Artil- lery, 7 men, 5 women, and 15 children.	-- By rain-water tanks, containing about 1,500 gal- lons.	none - -	none - -	-- 2 kitchens with 6 iron boilers in each, and benches.	-- These rooms were originally con- structed for 40 men each, but the pre- sent allotment is for 20.
- - - - - -	24 -	- - - - - -	- - - - The Kent Water Company.	none - - 6 washing houses	none - - none - -	- - - 9 cooking houses.	
- - -	12	12					
- - -	17	17					
- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	(Gunnery library; Reading-room. Infantry mess and kitchen.)

Digitized by Google

(continued)

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.		
					Length.	Width.	Height.				
GREAT BRITAIN—continued.					ft. in.	ft. in.	ft. in.				
WOOLWICH - continued.	Royal Artillery continued.			1	30 6	23 9	11 8	4	1		
		1	30 6	23 9	8 8						
		1	11 6	9 6	8 8						
		1	24 9	23 9	8 1						
		1	24 5	24 6	8 5	2	1				
		12	30 6	24 1	9 2						
		1	30 6	23 9	11 2						
		1	11 0	10 0	11 0						
		1	30 6	23 9	9 2	4	1				
		11	30 6	24 1	12 0						
						- 1 room, 4 windows; 8 rooms, 3 windows; 2 rooms, 2 windows; each.					
						2	30 6	21 0	12 0	3	1
						1	16 0	10 9	9 3	4	1
						8	30 6	21 0	13 0	3	1
						2	46 9	10 0	13 0		
						1	30 6	21 8	13 0		
						1	30 10	30 2	9 9		
						2	32 0	31 10	9 9	3	1
						4	20 0	30 0	11 9		
						4	20 0	30 0	9 6		
						2	18 9	13 9	9 10	1	1
						1	15 0	13 0	9 10	1	1
						1	15 6	13 10	8 6	1	1
						1	29 2	15 6	8 4	2	1
						1	29 2	19 2	8 6	3	1
						1	19 0	13 10	8 6	1	1
						2	19 6	13 7	8 6	1	1
						2	15 10	13 7	8 6	1	1
						2	41 3	13 1	8 6		
						1	12 0	12 0	9 9		
						1	12 0	12 0	9 9		
						2	12 0	12 0	9 9	2	2
						2	12 0	12 0	9 9		
						1	28 0	23 6	11 4	4	1
						1	23 9	30 6	11 4		
						1	25 9	23 6	8 9		
						1	23 9	23 6	8 9		
						1	31 0	24 0	8 0	5	1
						9	30 6	24 0	9 5		
						4	30 6	24 0	11 7		
						2	30 1	24 2	8 9		
						1	30 1	24 2	8 9	4	1
						1	30 0	24 4	8 0		
						21	31 6	30 5	9 6		
						10	31 6	30 5	13 9	2	1
						235					
		Sappers and Miners	- From the year 1801 to 1809, and a por- tion built in 1814.	- - Brick, slate, and timber.		3	{	15 4	10 9	7 10	1
12 0	5 0							7 10	1	-	
11 9	10 9							7 10	1	1	
2	{					16 8	11 6	7 6	1	1	
						12 0	7 10	7 6	1	-	
2	{					16 8	11 6	7 6	1	1	
						12 0	7 10	7 6	1	-	
1						16 6	15 4	7 10	2	1	
1						16 0	15 6	7 10	2	1	
2	{					33 2	31 0	11 8	3	1	
						with recesses.					
						19 6	5 6	11 8			
1						38 8	20 6	11 8	2	1	
2						38 8	20 6	10 8	3	1	
2						38 8	31 0	10 8	4	1	
2						38 8	20 6	9 10	3	1	
2						38 8	31 0	11 0	4	1	
1						38 8	20 6	11 8	2	1	

Number of Ventilators, and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children, usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
- - -	- - -	- - -	- The Kent Water Company.	6 washing-houses	none - -	9 cooking-houses.	
- - -	17	17					
- - -	- - -	- - -	- - -	- - -	- - -	- - -	Tailors' shops.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	Tailors' shops.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- Non-commissioned officers' quarters.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	Barrack stores.
- - -	17	17	- - -	- - -	- - -	- - -	Cadet stores.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- Staff serjeants' quarters.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	
- - -	17	17	- - -	- - -	- - -	- - -	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- Gymnasium and stores.
- - -	1 serj.-major ¹	- 1 man and wife and 2 children.	- - Supplied by the Water Works Company, and a well and engine-pump very near to the barracks.	- - An ablution room, with a bath and the necessary washing basins.	- - none; their clothes are washed outside the barrack.	- - 2 good cooking houses.	¹ The serjeant-major has a small kitchen and a wash-house.
- - -	1 quarter-master-serjeant. ²	- - ditto.					² The quarter-master - serjeant has a small kitchen.
- - -	1 bugle-major ³	- 1 man and wife and 4 children.					³ The bugle major has a small kitchen.
- - -	1	- 1 man and wife and 4 children.					
- - -	1	- 1 man and wife and 2 children.					
- - -	23	24					
- - -	18	- - Occupied as a mess-room and orderly room for non-commissioned officers.					The whole of the rooms are ventilated by the doors, windows, and fire-places, and have no other means of ventilation.
- - -	18	18					
- - -	24	24					
- - -	18	18					
- - -	24	24					
- - -	18	- - Occupied as a museum and library for the non-commissioned officers.					

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.					ft. in.	ft. in.	ft. in.		
WOOLWICH continued.	Purfleet, Royal Artillery -	1796 -	- - Brick, with fir roof, and slated.	-	Ground Floor:			4	1
				6	20 0	21 0	10 2		
				First Floor:					
					20 0	21 0	9 0		
					Second Floor:				
					20 8	21 8	8 5		
EXETER	Exeter, Cavalry Barracks -	- Erected during the years 1794-5.	Brick and slated -	14	28 0	16 9	9 0	1	1
					8 ft. 10 in. by 4 ft. 3 in.				
				2	28 0	16 9	9 0	2	1
				4	28 0	16 9	9 0	3	1
				1	19 5	16 9	9 0	2	1
				1	19 4	16 9	9 0	2	1
				1	15 4	16 9	9 0	1	1
				1	15 0	16 9	9 0	1	1
				6	15 1	16 9	9 0	1	1
				2	12 2	16 9	9 0	1	1
				1	12 8	16 9	9 0	1	1
				1	12 6	16 9	9 0	1	1
				1	19 7	16 9	9 0	2	1
	1	15 8	16 9	9 0	1	1			
	Exeter, Royal Artillery Barracks.	- Erected during the years 1805-6.	Brick and slated -	15	27 0	20 0	9 6	2	1
				1	27 0	20 0	9 6	2	1
				13	27 0	20 0	8 9	2	1
				1	27 0	20 0	8 9	2	1
	Taunton, Cavalry Barracks	- Erected during the year 1796.	Brick and slated -	5	28 3	16 8	9 3	2	1
				1	28 3	16 8	9 3	1	1
								8 ft. 10 in. by 4 ft. 3 in.	
				1	19 4	16 8	9 3	1 ditto	1
				1	16 8	15 0	9 3	1	1
				1	16 8	15 0	9 3	2	1
	Dorchester, Cavalry Bar- racks.	- Erected during the years 1794-5.	Brick and slated -	20	27 8	16 4	9 0	1	1
								8 ft. 10 in. by 4 ft. 3 in.	
				4	16 4	15 6	9 0	1 ditto	1
				4	16 3	10 8	9 0	1 ditto	1
				1	16 3	14 6	9 0	1 ditto	1
				1	16 3	14 6	9 0	1 ditto	1
	Weymouth, Cavalry and Infantry Barracks.	- Erected in the year 1801.	Brick and slated -	2	40 8	22 2	10 2	4	1
				2	40 8	22 2	9 11	4	1
3				40 0	22 2	10 2	4	1	
3				40 0	22 2	9 11	4	1	
Trowbridge, Cavalry and Infantry Barracks.	- - Con- verted in- to barracks in 1839 from old buildings purchased for that purpose.	- - Brick and stone buildings, with wood floors and roofs, and slate covering.	5	28 0	17 3	9 0	2	1	
			1	28 0	17 3	9 0	3	1	
			1	16 4	17 3	9 0	2	1	
			1	16 4	17 3	9 0	2	1	
			1	19 9	17 3	9 0	2	1	
			1	17 1	16 3	9 0	2	1	
			1	17 3	12 1	9 0	2	1	
			1	17 7	16 3	9 0	2	1	
			1	135 3	26 7	9 0	skylight, 14	stoves, 3	
			1	13 0	10 11	7 3	1	1	
			1	15 6	9 8	7 3	1	1	
			1	12 6	10 10	8 4	1	1	
Bristol, Cavalry and In- fantry Barracks.	- - April 1845 to	- - Stone buildings, with wood floors and	8	28 0	22 0	11 0	3	1	

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	11	-- A company of artillery.	-- Pump, from the natural springs 100 yards distant.	none - -	-- Washing shed for their clothes.	-- A cookhouse, detached from the barracks.	
-- A ventilator in the ceiling of each room, and a sliding sash over each door.	8	8	-- By 7 wells and 2 tanks, with pumps, the latter supplied by the Exeter Water Company, all adjoining the building.	none - -	-- 1 washhouse in the barracks, with 2 copper boilers.	-- Four cooking-houses, fitted up with 16 boilers in each.	-- When occupied by married men, it is usual to allow a bed for each woman, and one to 2 children.
- - -	8	8					
- - -	8	8					
- - -	5	5					
- - -	5	5					
- - -	5	5					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	2	2					
- - -	1	1					
none - -	12	12	-- By 9 wells, with pumps, all situated within 7 yards of the buildings.	none - -	-- 2 washhouses, with a large copper boiler in each.	none - -	-- The rooms, marked thus * are for non-commissioned officers.
- - -	1	1					
- - -	12	12					
- - -	1	1					
-- A ventilator in the ceiling of each room, and a sliding sash over each door.	8	8	-- By 2 wells, with pumps, close to the buildings.	none - -	none - -	-- One cooking-house, fitted up with 16 boilers.	-- When occupied by married men, it is usual to allow a bed for each woman, and 1 to 2 children.
- - -	8	8					
- - -	6	6					
- - -	1	1					
- - -	2	2					
-- A ventilator in the ceiling of each floor, connected with the roof.	8	8	-- By 5 wells, with pumps, distant 58 feet from the buildings.	none - -	-- 1 washhouse, fitted up with boiler.	-- Two cooking-houses, with boilers.	-- When occupied by married men, it is usual to allow a bed for each woman, and 1 to 2 children.
- - -	2	2					
- - -	2	2					
- - -	1	1					
-- 3 ventilators in the ceiling of each room, connected with the roof.	15	15	-- By 2 wells, with pumps, distant 25 feet from the building.	none - -	-- 1 washhouse, fitted up with a boiler.	-- One cooking-house, with boiler.	-- When occupied by married men, it is usual to allow a bed for each woman, and 1 to 2 children.
- - -	15	15					
- - -	18	18					
- - -	18	18					
-- 2 ventilators in ceiling.	8	8	-- 4 wells, 2 with cast iron and 2 with lead pumps; 2 rain-water tanks, without filters, with cast-iron pumps; all disposed adjoining the buildings.	none - -	-- 1, with 3 copper boilers.	-- 1 with 5 iron boilers.	† This room is a mere attic in the roof of the cavalry barracks, and can only be considered in the light of temporary barrack accommodation.
2 ditto - -	8	8					
1 ditto - -	5	5					
1 ditto - -	6	6					
1 ditto - -	5	5					
1 ditto - -	6	6					
1 ditto - -	5	5					
1 ditto - -	5	5					
none - -	68	† Attic, unoccupied.					
none - -	2	- Sergeants' room, unoccupied.					
none - -	2	ditto.					
none - -	1	-- Serjeant-major's, unoccupied.					
-- 2 internal windows between each 2 rooms.	12	-- New barracks not yet occupied.	-- 5 wells with cast-iron pumps, 4 rain-water tanks with filters, 2 rain-water tanks without filters, all with cast-iron pumps,	-- 1 with boiler, cistern, bath, and 16 washhand basins.	-- 1, with boiler and washing troughs.	1 with 5 boilers.	When occupied by married men, it is usual to allow a bed for each woman, and 1 to 2 children.
none - -	1						
none - -	1						
none - -	2						
none - -	6						

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.					ft. in.	ft. in.	ft. in.		
WESTERN - -	Plymouth Citadel - -	1670 -	Limestone - -	84	8 2	7 6	9 1	4	1
					34 0	11 10	10 0	4	1
					26 0	16 0	10 0	2	1
					25 10	15 10	9 0	2	1
					25 10	15 10	9 0	2	1
					26 0	16 0	10 0	2	1
					26 0	16 0	10 0	2	1
					25 10	15 10	8 2	2	1
					25 10	15 10	8 2	2	1
					25 10	15 10	9 0	2	1
					25 10	15 10	9 0	2	1
					26 0	16 0	10 0	2	1
					34 0	11 10	10 0	4	1
					33 9	12 0	7 6	3	1
					26 0	16 0	10 0	2	1
					25 10	15 10	9 0	2	1
					25 10	15 10	9 0	2	1
					25 10	15 10	8 2	3	1
					25 10	15 10	8 2	3	1
					26 0	16 0	10 0	2	1
					26 0	16 0	10 0	2	1
					25 10	15 10	9 0	2	1
					25 10	15 10	9 0	2	1
					26 0	16 0	10 0	2	1
					16 0	12 0	7 9	2	1
					15 6	11 8	8 0	1	1
					15 7	10 0	8 0	1	1
					15 10	12 2	9 1	1	1
					15 10	10 6	9 1	1	1
					15 7	10 0	8 0	1	1
					15 10	10 6	9 1	1	1
					15 10	12 0	9 0	1	1
					15 10	12 0	9 0	1	1
					15 9	11 11	8 3	1	1
					15 9	11 11	10 6	1	1
					26 0	15 10	10 6	2	1
					26 0	15 10	8 8	2	1
					31 0	11 5	7 6	2	2
					26 0	15 10	8 8	2	1
					26 0	15 10	10 6	2	1
					26 0	15 10	10 6	2	1
					26 0	15 10	8 8	2	1
					26 0	15 10	8 8	2	1
					26 0	15 10	10 6	2	1
					16 0	12 0	10 6	1	1
					15 9	11 11	8 3	1	1
					16 0	12 0	10 6	1	1
					16 0	10 0	7 9	1	1
					16 0	10 0	7 9	1	1
					16 0	10 0	7 9	1	1
					16 0	12 0	7 9	1	1
					16 10	10 0	7 9	1	1
					16 10	10 0	7 9	1	1
					16 10	10 0	7 9	1	1
					15 10	10 3	8 6	1	1
					15 10	10 3	8 6	1	1
55 6	17 9	9 5	4	2					
19 0	17 0	10 6	1	none					
15 6	15 3	11 0	2	1					
55 6	19 0	11 0	4	2					
27 4	17 4	11 0	1	2					
15 4	15 3	11 0	1	1					
55 6	19 0	16 0	4	2					
27 4	17 4	8 2	2	1					
36 7	19 0	11 3	2	1					
36 7	19 0	11 3	2	1					
36 7	19 0	10 6	2	1					
36 7	19 0	10 6	2	1					
13 0	8 0	10 6	1	1					
36 7	19 0	9 6	2	1					
36 7	19 0	9 6	2	1					
13 0	8 0	9 6	1	1					
36 7	19 0	11 3	2	1					
36 7	19 0	11 3	2	1					
13 0	8 0	10 6	1	1					
36 7	19 0	10 6	2	1					

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	- - -	- - *	<p>The women, &c., are accommodated agreeably to the regulations; 6 women for 100 men; 4 women for 60 men, exclusive of sergeants.</p> <p>12 tanks, containing 157,103 gallons of water, supplied from the roofs.</p> <p>There is a tank in the Lower Fort capable of containing 18,690 gallons of water, supplied from the waterworks of the town of Plymouth.</p> <p>The tanks are adjacent to the barrack, except the last, which is distant from the nearest barrack 330 yards, and from the most remote 550 yards.</p>	2 ablution rooms	- - 1 casemate, fitting as a wash-house.	2 cook-houses -	- - * So stated by the barrack-master.
none	10						
2	12						
1	12						
1	12						
2	12						
2	12						
1	12						
1	12						
1	12						
1	12						
2	12						
none	10						
none	10						
2	12						
1	12						
1	12						
1	12						
1	12						
2	12						
2	12						
1	12						
1	12						
2	12						
none	4						
none	3						
none	3						
none	3						
none	3						
none	3						
none	2						
none	3						
1	5						
1	5						
2	12						
1	12						
none	10						
none	12						
2	12						
2	12						
1	12						
1	12						
2	12						
1	12						
1	12						
2	12						
1	5						
1	5						
none	1 serjeant.						
none	1 ditto.						
none	1 ditto.						
none	1 ditto.						
none	1 ditto.						
none	1 ditto.						
none	1 ditto.						
none	1 ditto.						
none	3						
none	3						
none	28						
none	1 serjeant.						
none	6						
none	28						
none	12						
4	6						
none	28						
6	12						
3	20						
3	20						
3	20						
3	20						
none	1 serjeant.						
3	20						
3	20						
none	1 serjeant.						
3	20						
3	20						
none	1 serjeant.						
3	20						
3	20						
none	1 serjeant.						
3	20						
3	20						

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.								
					Length.	Width.	Height.										
GREAT BRITAIN—continued.					ft. in.	ft. in.	ft. in.										
WESTERN - continued.	Plymouth Citadel Case- mates.	1760	Limestone - -	30	21 10	15 10	11 9	1	1								
					22 0	15 10	11 9	1	1								
					22 0	16 0	11 9	none -	none -								
					21 9	25 0	12 0	none -	none -								
					21 10	24 0	13 9	none -	none -								
					19 10	19 10	12 6	1	1								
					22 0	15 9	11 0	none -	1								
					22 0	15 6	11 0	1	none -								
					22 0	15 6	11 0	none -	none -								
					22 0	15 6	11 0	1	1								
					22 0	15 6	11 0	1	1								
					22 0	15 6	12 0	2	1								
					22 0	15 6	12 0	2	none -								
					22 0	15 6	12 0	none -	none -								
					19 2	19 9	13 6	2	1								
					22 0	14 9	12 9	2	1								
					22 8	14 10	12 4	1	1								
					24 0	23 0	13 10	2	1								
					22 0	14 11	12 5	1	1								
					26 9	26 5	13 10	2	1								
					22 0	15 0	12 6	1	1								
					22 0	15 0	12 6	1	1								
					25 0	21 0	13 6	3	1								
					28 3	21 3	11 0	1	1								
					21 9	16 7	11 0	none -	none -								
					21 9	16 7	11 9	1	1								
					22 0	16 7	11 9	1	1								
					22 0	16 6	11 9	1	1								
					21 10	16 0	11 9	1	1								
					22 0	16 0	11 6	none -	none -								
					St. Nicholas Island - -	- - -	Stone - - -	20	15 9	15 9	9 10	2	1				
									15 8	15 7	9 11	1	1				
									23 0	15 6	8 10	3	1				
									15 9	15 6	8 10	1	1				
									17 5	16 0	10 0	1	1				
									16 10	15 8	9 9	1	1				
									17 5	15 6	9 10	1	1				
									17 5	16 0	9 11	1	1				
									16 0	15 9	8 10	1	1				
									16 0	16 0	8 10	1	1				
									16 0	15 9	8 10	1	1				
									15 9	15 6	8 10	1	1				
									16 0	16 0	8 10	1	1				
									23 6	16 0	8 10	2	1				
									17 5	16 0	9 9	1	1				
									17 5	16 0	9 9	3	1				
									8 2	7 2	9 10	1	1				
									8 2	7 2	8 10	1	1				
									15 2	14 7	9 10	2	1				
									14 6	14 0	9 10	1	1				
					Maker Barrack - -	1804	- The lower rooms, stone; the upper, wood, weather slat- ed.	9	32 0	19 10	11 0	2	1				
									34 7	19 10	17 0	4	none -				
									32 0	19 10	11 0	2	1				
									34 7	19 10	17 0	4	none -				
									32 0	19 10	11 0	2	1				
									34 7	19 10	17 0	4	none -				
									32 0	18 2	11 0	2	1				
									34 0	19 10	17 0	4	none -				
									22 0	14 10	11 0	2	1				
									Staddon Point - -	- In course of erection.	Limestone - -	11	34 0	16 0	11 0	5	1
					8 0	8 0	11 0	none -					none -				
					24 10	16 0	11 0	3					1				
					9 3	6 6	11 0	none -					none -				
					24 9	16 0	11 0	4					1				
					35 9	16 0	11 0	4					1				
					29 0	16 0	10 0	6					1				
					16 0	6 6	10 0	2					none -				
					35 0	16 0	10 0	8					1				
					29 0	16 0	10 0	6					1				
					16 0	6 6	10 0	2					none -				
					No. 4 Redoubt - -	1792	Stone - -	-					21 0	15 0	11 0	1	1
													22 0	15 0	11 0	1	1
													22 0	15 0	11 0	1	1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	10						
none - -	10						
none - -	10						
none - -	13						
none - -	9						
none - -	8						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
1	9						
1	9						
1	9						
2	14						
1	9						
2	17						
1	9						
1	9						
2	15						
none - -	14						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
none - -	10						
1	8	- - According to their construction.	- 36,605 gallons in tank, supplied from the roof.	1 ablution room -	none - - -	1 cooking-house.	
1	8						
1	9						
1	8						
1	8						
1	8						
1	8						
1	8						
1	8						
1	8						
1	8						
1	8						
1	8						
1	9						
none - -	1 serjeant.						
none - -	1 serjeant.						
none - -	Barrack serj.						
none.							
none - -	16	- - -	- - 2 pumps; one from a spring, the other from a tank; both in the centre of the barrack yard.	none - - -	1 washing-house	1 cook-house.	
1	24						
none - -	16						
1	24						
none - -	16						
1	24						
none - -	16						
1	24						
none - -	2 serjeants.						
5	12	- - -	- - 3 tanks, containing 20,596 gallons of water, supplied from roofs.	1 ablution room -	- - -	1 cooking-house.	
2	1						
3	9						
2	1						
5	9						
none - -	13						
none - -	11						
none - -	1						
none - -	12						
none - -	11						
none - -	1						
none - -	7	- - -	- From the roofs	none - - -	none - - -	none - - -	

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM.

[illegible]

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.									
WESTERN - continued.	Devonport Barracks—contd.				ft. in.	ft. in.	ft. in.		
	Ligonier-square—contd.	- -	- - - -	- - -	26 3	15 10	9 10	2	1
					26 3	15 10	9 10	2	1
					26 3	15 10	9 10	2	1
					26 3	15 10	9 10	2	1
					26 3	15 10	9 10	2	1
					26 3	15 10	9 10	2	1
	Frederick-square -	1758 -	Limestone - -	11	26 4	15 9	9 9	2	1
					26 4	15 9	9 9	2	1
					26 4	15 9	9 9	2	1
					26 4	15 9	9 9	2	1
					26 4	15 9	9 9	2	1
					26 4	15 9	9 9	2	1
					15 8	14 9	9 9	2	1
					15 8	11 4	9 9	2	1
					15 8	14 10	9 9	2	1
					26 3	15 9	9 11	2	1
					26 3	15 9	9 11	2	1
	Granby Barrack -	1817 -	Limestone - -	6	31 10	18 1	10 0	2	1
					31 10	18 1	10 0	2	1
					31 10	18 9	10 0	2	1
					26 8	18 9	10 0	2	1
					31 9	18 8	10 0	2	1
					31 8	18 5	10 0	2	1
	Pendennis Barrack -	1779 -	- - Stone walls and weather-boarding.	18	14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 10	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
					14 3	14 3	8 0	2	1
	St. Mawes' Castle -	1543 -	Stone of the country	1	30 4	diameter	9 4	8	1
	St. Mary's, Scilly, Artillery Barracks, for invalid ar- tillery men.	1814 -	- - Granite rubble work, with slate roof.	8	16 3	12 0	8 11	1	1
					16 3	12 0	8 11	1	1
					16 3	12 0	8 11	1	1
					16 3	12 0	8 11	1	1
					16 3	11 10	8 11	1	1
					16 5	11 10	8 11	1	1
					16 4	11 11	8 11	1	1
					16 3	11 10	8 11	1	1
	Infantry Barrack -	- - 1793; was fitted from a store- house to a barrack.	- - Granite rubble work, with rustic quoins and slate roof.	6	20 1	16 2	8 0	3	1
					20 2	19 10	8 0	2	1
					20 2	16 1	10 0	3	1
					24 0	20 4	10 0	4	1
					15 8	14 4	6 2	2	1
					15 10	14 4	6 2	2	1
	Dartmouth Castle -	1660 -	Limestone - -	4	13 0	12 6	8 6	2	1
					8 0	10 0	8 6	1	none
					12 6	10 0	6 6	1	1
					18 0	15 0	9 3	4	1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children, usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.	
				For the Men.	For their Clothes.			
none - -	11							
none - -	11							
none - -	11							
none - -	11							
none - -	11							
none - -	11							
none - -	9	- - -	ditto - -	1 ablution room.	none - -	none.		
none - -	9							
none - -	9							
none - -	9							
none - -	9							
none - -	1 serjeant.							
none - -	1 ditto.							
none - -	1 ditto.							
none - -	9							
none - -	9							
none - -	14	- - -	ditto - -	none - -	none - -	none.		
none - -	14							
none - -	14							
none - -	14							
none - -	14							
none - -	14							
none - -	6	- - 1 room for women and children of the detachment, and another for master gunner	- - 2 tanks immediately in front of the barracks, and 3 wells within the fortifications.	none - -	1 wash-house -	none.		
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	6							
none - -	20	- - -	- - Well under drawbridge, and cistern within the works.	none - -	none - -	none.		
none - -	1	} 1	- - From a well 45 feet deep, good sweet water and a never-failing supply 95 yards distant.	none - -	none - -	none.		
none - -	1							
none - -	1							
none - -	1							
none - -	1							
none - -	1							
none - -	1	} 5		none - -	none - -	none.		
none - -	1							
none - -	7	- - -	- From the above well, distant 58 yards.	none - -	none - -	none - -	- This barrack has not been occupied since 1816.	
none - -	8							
none - -	7							
none - -	8							
none - -	6							
none - -	6							
none - -	6	- - -	- - From a pump about 20 yards distant, on the outside of the building.	none - -	none - -	none.		
none - -	3							
none - -	5							
none - -	6							
none - -	11							

Digitized by Google

Not occupied

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
GREAT BRITAIN—continued.									
YORKSHIRE	Hull Barracks - -	- Erected in the reign of Queen Anne, be- tween 1702 and 1714.	Brick, tiled - -	South wing : 9, averaging	ft. in. 20 2	ft. in. 16 7	ft. in. 8 2	2	1
				2 ditto -	26 2	16 7	8 3	- -	- -
				5 ditto -	20 2	17 1	8 6	- -	- -
				2 ditto -	26 8	17 3	8 8	- -	- -
				North wing : 2, averaging	26 2	16 6	9 0	2	1
				11 ditto -	20 2	16 6	9 0	- -	- -
				2 ditto -	26 9	7 2	8 6	- -	- -
				12 ditto -	20 2	17 2	8 6	- -	- -
	York Barracks - -	1795 -	Brick and slates -	8	13 0	16 8	9 4	2	1
				6	14 0	16 8	9 5	2	1
				26	28 2	16 8	9 5	2	1
	Leeds Cavalry Barracks -	- Between 1820 and 1821.	Brick and slates -	6	24 0	16 0	10 0	2	1
				24	27 0	24 6	10 0	2	1
	Leeds Temporary Barracks	Unknown	Stone - - -	1	21 0	17 8	10 2	2	1 stove -
				1	26 0	21 4	10 4	3	1 stove -
				2	18 0	11 2	8 7	1	1 stove -
				1	41 2	24 5	10 0	4	1 stove -
				1	21 0	17 1	10 0	2	1 stove -
				1	23 10	20 4	9 10	3	1 stove -
				1	18 6	12 0	8 5	1	1 stove -
				1	55 6	21 0	8 5	4	- - 1 and 1 stove.
				1	41 0	24 4	8 6	4	1 stove -
				1	21 0	17 7	8 3	3	1
				1	18 10	17 5	8 7	1	none -
				1	15 0	14 0	8 7	1	1
				1	18 9	18 2	10 6	2	2 stoves -
	Bradford Barracks - -	- - About the year 1800.	Stone - - -	3	18 4	13 0	8 10	1	1
				1	17 10	8 10	7 10	1	1
				1	27 9	14 5	6 8*	1	1
				1	34 6	21 3	7 5*	2	2
				1	29 10	15 7	7 5*	2	1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
- - No other ventilation.	10	- - 10 men, 1 woman, and 2 children.	- - The barracks are supplied with water from 4 pumps, 7 tanks, and 1 well.	none	2 wash-houses	2 cooking-houses.	
- - -	12	- - 12 men, 1 woman, and 2 children.					
- - -	10	- - 10 men, 1 woman, and 2 children.	Distances from Barrack:				
- - -	12	- - 12 men, 1 woman, and 2 children.	No. 1 tank - 520 feet.				
- - -	12	- - ditto.	- 2 ditto - 326				
- - Ventilation through partition wall, between front and back rooms.	12	- - 10 men, 1 woman, and 2 children.	- 8 ditto - 404				
- - -	10	- - 12 men, 1 woman, and 2 children.	- 9 ditto - 404				
- - -	12	- - 10 men, 1 woman, and 2 children.	- 10 ditto - 563				
- - -	10	- - 12 men, 1 woman, and 2 children.	- 11 ditto - 563				
- - -	12	- - 10 men, 1 woman, and 2 children.	No. 4 pump between barracks.				
- - -	10	- - 12 men, 1 woman, and 2 children.	- 5 ditto - 174				
- - -	12	- - 10 men, 1 woman, and 2 children.	- 6 ditto - 277				
- - -	10	- - 12 men, 1 woman, and 2 children.	- 7 ditto - 354				
- - -	12	- - 10 men, 1 woman, and 2 children.	Well - - 404				
- - -	2	- - 2 men, 2 women, and 3 children.	- - By 4 pumps; viz. two, 43 ft. 6 in., and two, 47 ft. from the buildings.	none	1 wash-house	4 cooking-houses.	
- - -	3	- - 2 men, 2 women, and 3 children.					
- - 2 ventilators in ceiling.	8	- - 8 men, 1 woman, and 3 children, in half the number of rooms.					
- - 2 ventilators in ceiling of each.	3	- - 2 men, 1 woman, and from 1 to 4 children.	- - By the Leeds Waterworks Company, and within 37 1/2 feet from the buildings; also from 4 wells with pumps.	none	1 wash-house	2 cooking houses.	
- - 2 ventilators in ceiling of each.	12	- - 11 men, 1 woman, and from 1 to 4 children.					
- - -	14	- - About 10 men, 1 woman, and 2 or 3 children in each.	- - By the Leeds Waterworks Company, on the premises.	none	none	1 cook-house	- - This is a hired building, situate in the town of Leeds; it is at present unoccupied.
- - -	14	- ditto.					
- - -	6 and 7	- - About 4 men in each.					
- - -	30	- - About 20 men, 2 women, and 3 or 4 children.					
- - -	9	About 6 men.					
- - -	12	- - About 8 men, 1 woman, and 1 or 2 children.					
- - -	8	About 6 men.					
- - -	26	- - About 20 men, 2 women, and 3 or 4 children.					
- - -	30	- ditto.					
- - -	10						
- - -	8	} Occupied by 2 pay-serjeants. About 6 men.					
- - -	8						
- - -	9						
- - -	1	- - 1 man, 1 woman, and 1 or 2 children.	- - 2 wells and 2 pumps (the latter almost adjoining the buildings).	none	none	1 cook-house	- - These are old buildings purchased in 1843, and temporarily occupied as barracks.
- - -	1	- - 1 man, 1 woman, and 1 or 2 children.					
- - -	9	- - 8 men, 1 woman, and 2 or 3 children.					
- - -	18	- - 16 men, 2 women, and 4 or 5 children.					
- - -	9	- - 8 men, 1 woman, and 2 or 3 children.					
- - -	9	- - 8 men, 1 woman, and 2 or 3 children.					

* These rooms are open to the roof, the heights given being those to the tie beam.

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.						
					Length.	Width.	Height.								
GREAT BRITAIN—continued.															
YORKSHIRE continued.	Scarborough Castle Bar- racks.	Unknown	Brick, and tiled	1	14	3	11	0	7	9	1	1			
				1	14	4	13	9	7	9	1	1			
				2	26	9	12	3	8	8	2	1			
				1	26	6	14	4	8	8	2	1			
				2	26	7	12	2	8	8	2	1			
				2	27	0	13	7	8	5	2	1			
				1	27	0	14	8	8	5	2	1			
				1	27	6	16	7	7	9	2	1			
				1	27	5	14	10	7	9	2	1			
				1	28	0	14	4	7	9	2	1			
				1	28	0	16	9	7	9	2	1			
	Halifax Temporary Bar- racks.	Unknown.	Stone - - -	1	14	3	12	6	11	0	2	1			
				1	18	0	15	6	10	0	3	1			
				1	13	6	13	6	10	4	1	1			
				1	20	8	18	7	13	5	2	1			
				1	14	3	14	1	10	0	1	1			
				1	13	7	13	6	10	5	1	1			
				1	14	3	12	2	10	2	1	1			
				1	13	8	13	8	6	0	3	none			
GUERNSEY AND ALDERNEY.	Guernsey : In the Citadel, Fort George, 3 ranges of Barracks, A, B, and C, for Infantry.	1780 to 1784.	Brick - - -	30	17	0	16	5	9	6	1	1			
				1	17	0	15	8	9	6	- 21 upper rooms, 4ft. 5 in. high, 27½ in. wide.				
				2	18	6	17	0	9	6	12 lower rooms, 5ft. 5 in. high, 27½ in. wide,				
				A barrack for Artillery within the Lines of Fort George.	About 1811.	Stone - - -	3	31	0	21	0	10	8	3	1
							1	20	3	21	0	10	8	6.5. by 3.9.	1
							2	16	0	13	0	10	8	2 ditto -	-
							2	16	0	10	0	10	8	1 ditto -	1
							2	31	0	21	0	10	7	3 ditto -	1
1	15	0	12				0	10	7	1 ditto -	1				
2	16	0	10				0	10	7	2 ditto -	1				
A range of Barracks for In- fantry, at Jerbourg, 2 miles from Fort George.	1813 -	Brick - - -	4	28	0	19	0	12	0	2	1				
			1	15	0	13	0	9	0	6.6. by 4. 1 5.6. by 3.6.	1				
Two ranges of Barracks at Vale Castle, for Infantry, 4½ miles from Fort George.	Unknown	Stone - - -	2	42	0	16	9	9	3	5	1				
			2	42	0	16	9	9	7	4.9. by 3.4. 5 3.9. by 3.	1				
			1	61	4	17	0	9	6	8 4.8. by 3. 1 4. by 4.4. 8 4.8. by 3. 7 3.9. by 3.4. 7 ditto - 1 ditto -	1				
			1	61	4	17	0	9	6		1				
			1	61	1	16	0	7	0		1				
			1	60	6	16	0	7	0		1				
			2	16	0	12	0	7	0		1				
A range of Barracks at Castle Cornet, for Artil- lery, 1½ mile from Fort George.	1791 -	Stone - - -	1	32	3	17	0	10	3	4 5.3. by 2.10. 3 5.6. by 3.3. 2 5.3. by 2.10. 2 5.6. by 3.3.	1				
			1	32	3	17	0	10	3		1				
			1	17	0	15	0	10	3		1				
			1	17	0	15	0	10	3		1				

Digitized by Google

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
- - -	2	-- 10 men, 1 woman and 2 children, in some of the rooms.	-- The water is supplied by 1 well 540 feet from the buildings.	- - None, except in their rooms.	- - None, except in their rooms.		
- - -	2						
- - -	10						
- - -	10						
- - -	10						
- - -	10						
- - -	10						
- - -	10						
- - -	10						
- - -	10						
- - -	2	-- Total occupation usually 75 men, 14 women, 15 children.	-- The water is supplied into a tank at the barracks, from a head of water about three-fourths of a mile from the buildings.	none - -	- - 1 small wash-house.	1 cooking-place -	- - This is a hired building situated in the town of Halifax.
- - -	9						
- - -	6						
- - -	11						
- - -	7						
- - -	6						
- - -	6						
- - -	6						
- - -	7						
- - -	5						
- - -	3	-- All the rooms are fully occupied.	-- The water in the well in the Barrack-square, not being fit for drinking, a supply is obtained at 330 yds. distant, within the lines.	- - Sea bathing close to the fort.	none - -	- - For cooking, ample, in 2 casemates, with 8 boilers in each, and a large oven for baking.	- The greater portion of married women and their children are allowed to occupy a casemate, 72 feet long, 14 ft. wide, 10 ft. high.
- - -	11						
- - -	6						
- - -	8						
- - -	1						
- - The upper rooms have each an aperture through their ceilings.							
- - None exists at present, but it can be easily effected through the ceilings.	16						
- - -	14						
- - -	1						
- - -	16						
- - 2 air-flues in each.	14						
Not any -	1						
1 in each -	21	-- There are only 2 men, 2 women, and 8 children in this barrack.	-- From a spring constantly flowing, 170 yards distant.	- - Sea bathing near the barrack.	none - -	- The accommodation for cooking, ample; 9 boilers and an oven for baking.	¹ This room is temporarily occupied as a barrack office. ² One of these rooms is occupied by the librarian, under the Board's authority, 9th July 1845. <i>J. G. F.</i> 515. ³ This room is temporarily occupied as a barrack office.
- - -	21						
- - -	28						
- - -	28						
- - -	17						
- - -	17						
- - -	1						
- - Not any existing.	14						
- - -	14						
- - -	1						
- - -	1	-- This Barrack is occupied by 2 men, 2 women, and 13 children.	-- From 2 wells, 1 in the barrack square, and one 400 yds. distant, outside the Castle.	Sea bathing near	none - -	- - None, except in barrack rooms.	- - It is proposed to take down these barracks.
- - -							
- - -							
- - -							
- - -							
- - -							
- - -							
- - -							
- - -							
- - -							

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	[Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
GREAT BRITAIN—continued.										
GUERNSEY and ALDERNEY— continued.	GUERNSEY—continued.				ft. in.	ft. in.	ft. in.			
	A range of Barracks for Infantry at Grande Rocque, 5 miles from Fort George.	1808 -	Stone . . .	1	54 0	21 10	10 6	9	2	
				1	14 0	10 0	10 6	5.10. by 4.5. 1 5.6. by 4.9.	1	
	ALDERNEY:									
	Butes Barracks, for Artillery	1813 -	Stone . . .	2	31 2	16 10	10 0	1 5.6. by 3.0. 1 1.6. by 1.3.	1	
				2	16 10	12 2	10 0	1 5.6. by 3.0. 1 1.6. by 1.3.	1	
	Longy Barracks, for Infan- try.	1801 -	Stone . . .	4	22 0	18 0	9 10	1 6.0. by 2.6. 3 3.0. by 2.3. ditto -	1	
					21 9	18 0	9 10	ditto -	1	
					21 9	18 0	9 10	ditto -	1	
					33 0	18 0	9 10	4 6.0. by 2.6.	1	
	Corblets Barracks, for in- fantry.	1801 -	Stone . . .	4	21 10	18 9	10 6	1 6.0. by 2.6. 2 2.3. by 1.3. ditto -	1	
					21 10	18 9	10 6	ditto -	1	
					21 10	18 9	10 6	ditto -	1	
					33 0	18 9	10 6	4 6.0. by 2.6. - - 1 in each room, 4.6. by 1.3.	1	
				2	17 9	14 0	6 6	- - 1 in each room, 4.6. by 1.3.	1	
	Clonque Barracks, for In- fantry.	1801 -	Stone . . .	1	33 0	18 0	10 0	3 6.2. by 2.10.	1	
	JERSEY . . .	Fort Regent . . .	- - Founda- tion stone laid in 1806, com- pleted in 1816.	- - Masonry and Brickwork.	13 2 14 6 21 21	46 0 46 0 42 0 20 0 16 0 22 0	16 0 16 0 16 0 12 0 13 0 5 0	- - 7½ ft. to spring of arch. - - - - - -	2 2 2 1 1 1	1 1 1 1 1 1
		Elizabeth Castle . . .	- - Reign of Queen Elizabeth, 1560.	ditto . . .	2 1 1 24 12	43 6 28 0 24 6 15 0 20 0	16 0 19 0 19 0 11 6 16 0	10 0 - - - - - - - -	- - 3 in one, 5 in the other. 2 2 2 2	1 1 1 1 1
		St. Peter's . . .	1812-13	ditto . . .	16 8	30 0 14 0	17 9 13 3	10 6 - -	2 1	1 1
		Greve de Lecq . . .	1811-12	ditto . . .	8 4	30 0 14 0	10 0 13 0	10 0 - -	2 1	1 1
		Bonne Nuit . . .	1811-12	ditto . . .	6	29 6	17 9	10 2	2	1
		Rozel . . .	1811-12	ditto . . .	6 2	27 0 15 0	20 0 12 0	10 0 - -	2 1	1 1

RELATIVE TO THE DATE OF ERECTION, MATERIALS, &c.

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.
				For the Men.	For their Clothes.	
-- Not any existing.	30	Unoccupied	-- From a well 40 yards distant from the barrack, but within the Ordnance property.	Sea bathing near	none	-- A cook-house, with 4 boilers.
-- None, but it can be easily effected through the ceilings.	14	-- In one room, 1 non-commissioned officer, 1 woman, 4 children; in another, 1 man, 1 woman, 6 children.	-- From a tank in the barrack square, which receives the rain water from the roofs.	-- Sea bathing 300 yards distant.	none	-- Ample; 2 boilers.
-- None, but it can be easily effected through the ceilings.	10	Unoccupied	-- From a tank 200 yards distant.	-- Sea bathing close to the barracks.	none	-- Ample; 3 boilers and an iron oven.
ditto	10	ditto	-- From a spring 500 yards distant.	-- Sea bathing close to the barracks.	none	-- Ample; 3 boilers.
ditto	16	-- 1 man, 1 woman, 3 children.	-- From a spring 200 yards distant.	-- Sea bathing close to the barracks.	none	none.
-- 1 ventilator in the roof of each casemate.	22	22	-- Well and pump on the premises.	-- A washing room, with 2 iron boilers.	-- One of these rooms is at present larder; the other is at one end of the w suggested to be discontinued as a serj tion room suggested, per Board's orde	-- 2 cooking-rooms, with 15 iron boilers.
none	13	Empty	-- Pump; 2 tanks on the premises.	-- Washing in barracks.	-- Cooking in cool houses.	
none	17	ditto.	-- 6 tanks, 1 well, and pump.	-- Wash-house, with 2 coppers; hospital, 1 ditto.	-- 1 kitchen for cooking.	
none	11	Let.	-- Well and pump on the premises.	none	none	none.

I R E L A N D.

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
					ft. in.	ft. in.	ft. in.		
DUBLIN - -	North Division: Aldborough House - -	- - -	Brick and stone -	1	59 10	32 0	20 0	7	2
				1	24 6	17 0	20 0	3	1
				1	22 3	22 6	20 0	2	1
				1	35 10	22 6	20 0	4	1
				1	59 10	22 6	15 0	6	2
				1	40 7	18 6	15 0	5	1
				1	17 4	22 0	15 0	2	1
				1	63 0	30 3	20 4	6	1
				1	32 9	18 3	10 2	2	1
				1	13 3	11 0	10 2	2	1
				1	27 9	17 10	9 6	3	1
				1	22 7	13 0	7 6	2	1
				1	36 0	21 8	25 10	3	1
				1	38 0	19 0	10 0	4	1
				9	17 4	10 8	13 0	1	none
	Royal Barracks - -	- - Royal-square in 1701, Palatine-square in 1767, Cavalry-sq. and hospital in 1790; the remaining buildings in 1825.	- Rubble, masonry, and cut stone.	16	18 6	16 0	10 10	1	1
				1	13 9	16 0	10 10	1	1
				1	14 10	16 0	10 10	1	1
				7	18 5	16 0	10 4	1	1
				2	19 9	16 0	10 4	1	1
				2	16 10	16 0	10 4	1	1
				1	14 9	16 0	10 4	2	1
				6	38 2	16 0	10 4	3	2
				1	23 3	16 0	10 4	2	1
				1	14 10	16 0	9 4	2	1
				9	18 5	16 0	9 4	1	1
				3	19 8	16 0	9 4	1	1
				2	14 4	16 0	9 4	1	1
				6	38 2	16 0	9 4	3	2
				1	15 9	16 0	9 4	1	1
				1	9 11	16 0	9 4	1	1
				1	14 8	16 0	9 0	2	1
				6	34 8	16 0	9 0	3	2
				1	21 2	16 0	9 0	2	1
				1	14 3	16 0	9 0	1	1
				2	18 5	16 0	9 0	1	1
				7	16 8	16 0	9 0	1	1
				2	16 8	16 0	9 0	3	1
				1	17 0	16 0	9 0	1	1
				1	14 6	16 0	9 0	1	1
				1	15 10	16 0	9 0	1	1
				1	9 10	16 0	9 0	1	1
				1	14 3	9 10	11 10	2	1
				18	19 6	14 2	11 10	1	1
				1	19 6	14 2	10 6	1	1
				2	19 6	14 2	10 6	1	1
				23	19 6	14 2	10 6	1	1
				6	19 6	14 2	10 6	2	1
				33	19 6	14 2	9 9	1	1
				1	19 6	14 2	9 9	2	1
				1	19 6	14 2	9 9	2	1
				1	80 6	22 6	12 0	10	1
				1	52 8	22 6	12 0	10	1
				2	23 6	16 2	10 0	2	1
				2	16 0	15 6	10 0	1	1
				6	23 6	16 0	10 0	2	1
				1	23 6	16 0	10 0	1	1
				1	16 0	15 6	10 0	1	1
				1	23 6	16 0	9 0	2	1
				3	23 6	16 0	9 0	2	1
				1	16 0	15 6	9 0	1	1
				1	16 0	15 6	9 0	1	1
				2	16 0	15 0	10 0	1	1
				2	23 6	16 0	10 0	2	1
				1	28 10	23 6	10 0	4	2
				2	23 10	16 0	10 0	2	1
				1	16 0	16 0	10 0	1	1
				1	28 10	23 6	9 0	4	1
				2	23 10	16 0	9 0	2	1
				1	16 0	16 0	9 0	1	1
				1	16 0	16 0	9 0	1	1
				1	23 6	16 0	9 0	2	1
				1	78 6	23 0	9 0	11	2
				1	110 6	23 0	9 0	15	2
				1	110 6	23 0	9 0	15	2

I R E L A N D.

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	42	49	-- Supplied by the Pipe Water Company from Dublin, from their reservoir about half a mile distant from the barrack.	none - -	none - -	3 kitchens -	-- This is a hired building. These rooms were formerly school-rooms, and radiate from a centre. They are warmed by steam apparatus, with pipes passing under the floor. There is also a fireplace in the centre room, which is occupied as a kitchen.
none - -	12	15					
none - -	14	15					
none - -	23	26					
none - -	42	48					
none - -	32	38					
none - -	4	8					
none - -	57	65					
none - -	8	9					
none - -	1	4					
none - -	12	14					
none - -	6	7					
none - -	20	24					
none - -	19	22					
none - -	6	6					
none - -	8	8	-- Supplied from a pond in the ground attached to the Vice-regal Lodge, about a mile from the barracks. There are also five wells with pumps distributed about the barracks.				
none - -	6	6					
none - -	2	7					
none - -	8	8					
none - -	8	8					
none - -	8	8					
none - -	8	8					
none - -	16 privates and 1 non-commissioned officer.	19					
none - -	8 privates and 1 non-commissioned officer.	11		none - -	3	4 kitchens.	
none - -	2	5					
none - -	8	8					
none - -	8	8					
none - -	8	8					
none - -	17	19					
none - -	8	8					
none - -	6	6					
none - -	2	5					
none - -	17	19					
none - -	9	12					
none - -	2	5					
none - -	8	8					
none - -	8	8					
none - -	8	8					
none - -	8	11					
none - -	8	11					
none - -	8	11					
none - -	6	6					
none - -	4	6					
none - -	8	8					
none - -	1	5					
none - -	2	2					
none - -	8	8					
none - -	8	9					
none - -	8	8					
none - -	2	4					
none - -	8	8					
none - -	30	29					
none - -	30	29					
none - -	1	5					
none - -	2	2					
none - -	10	13					
none - -	10	11					
none - -	6	9					
none - -	2	5					
none - -	10	12					
none - -	2	2					
none - -	6	9					
none - -	2	5					
none - -	2	6					
none - -	16	18					
none - -	10	10					
none - -	6	6					
none - -	16	19					
none - -	10	11					
none - -	2	8					
none - -	2	2					
none - -	40	44					
none - -	40	41					
none - -	68	71					

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.		
					Length.	Width.	Height.				
IRELAND—continued.											
DUBLIN continued.	North Division—continued.				ft. in.	ft. in.	ft. in.				
	Drogheda, Mill Mount	1702	Rubble stone	1	24 0	18 6	8 0	4	1		
				1	24 0	18 6	8 6	5	1		
				1	18 6	18 1	8 0	2	1		
				1	18 3	17 8	8 0	3	1		
				1	18 4	17 0	8 0	1	1		
				1	18 6	17 9	9 3	2	1		
				1	18 4	17 9	9 3	3	1		
				1	18 4	16 10	9 3	1	1		
				1	24 0	18 2	8 0	4	1		
				1	24 0	18 2	9 3	5	1		
	Fair Street	1796	- - Rubble stone, cut stone, and brick.	1	45 6	20 4	9 3	5	1		
				1	29 0	19 0	13 6	4	1		
				1	21 8	19 0	13 6	2	1		
				1	29 0	19 0	11 2	4	1		
				1	26 0	19 0	12 3	3	1		
	Navan	1749	Stone - - -	1	21 8	19 0	12 3	2	1		
				1	17 10	15 0	11 6	2	1		
				1	22 0	13 6	11 6	1	1		
				1	21 3	13 6	11 6	1	1		
				1	28 0	25 11	10 2	3	1		
	Trim	1830	Stone - - -	1	26 3	23 6	10 2	2	1		
				1	28 0	16 0	10 2	1	1		
				1	32 0	23 0	11 0	4	1		
				1	32 0	23 0	11 0	4	1		
				1	32 0	23 0	11 0	4	1		
	South Division ;										
	Portobello	- - 1810, additions built in 1840, 1841, and 1842.	-- Rubble masonry, and part lined with brick.	12	52 0	25 3	10 6	6	2		
				23	33 0	18 0	11 0	4	2		
				11	21 4	18 0	10 11	4	1		
				4	28 0	18 0	11 0	4	1		
				1	12 11	18 9	10 10	4	1		
				16	12 3	10 0	10 10	1	1		
				1	25 1	20 0	10 11	1	1		
				1	25 1	20 0	10 11	1	1		
	Ship Street	- - -	Brick - - -	4*	40 5	18 1½	12 0	4	2		
				19	18 10	16 2	9 6	4	1		
				5	18 10	10 2	9 6	3	1		
				4	18 7	16 10	11 0	1	1		
				2	68 6	33 0	9 6	10	3		
				1	10 6	14 9	10 9	4	1		
				1	22 2	18 4	10 9	4	2		
				5	18 7	16 10	11 0	2	1		
				1	18 2	13 6	8 8	5	1		
				2	13 3	12 3	9 4	3	1		
Pigeon House Fort				- - 1814	-- Rubble masonry and brickwork.	1	18 0	16 0	13 8	3	1
						1	16 4	16 0	13 8	2	1
						1	12 0	7 0	10 6	1	none
	4	28 6	22 0			11 2	4	1			
	2	28 6	22 0			10 3	4	1			
	2	28 6	22 0			8 8	4	1			
	1	67 0	17 3			9 8	7	2			
	1	20 0	17 0			9 0	3	1			
	1	32 3	17 4			9 4	4	1			
	1	26 8	20 2			12 0	3	1			
	1	29 6	20 2			10 6	3	1			
1	26 9	20 0	10 6	3	1						
Beggars Bush	- - 1827	-- Rubble masonry, lined with brick.	7	14 3	14 3	12 0	1	1			
			15	32 4	22 0	12 0	4	1			
			1	22 0	19 0	12 0	2	1			
Arklow	- - 1730	Rubble masonry	2	22 0	22 0	9 0	3	1			
			6	22 0	17 6	9 0	2	1			
West Division ;											
Mountjoy	- - 1827	Rubble masonry	6	13 7	10 6	8 10	1	1			
			1	13 10	13 7	8 10	3	1			
			1	18 0	12 10	10 3	1	1			
			1	9 3	12 10	10 3	2	1			
			1	15 5	14 3	8 3	2	1			
			1	12 1	12 0	8 0	1	1			

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is Supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	12	12	- - A tank, which is supplied by rain-water from the roof, not 50 yards from the building.	none - -	none - -	1 kitchen.	
none - -	12	12					
none - -	6	9					
none - -	6	9					
none - -	8	10					
none - -	8	10					
none - -	8	10					
none - -	6	9					
none - -	13	13					
none - -	13	13					
none - -	14	- - -	- - Well, with a pump close to the barrack, in the rear.	none - -	none - -	none - -	- - This is a hired building.
none - -	12						
none - -	12						
none - -	12						
none - -	12						
none - -	1	1	- - Water is taken from the river, which runs close to the barrack wall.	none - -	none - -	none - -	- - Staff-serjeants' room.
none - -	8	8					
none - -	9	10					
none - -	18	18					
none - -	16	16					
none - -	8	8					
none - -	18	17	- - By a pump, which is close to the men's barrack in the square.	none - -	none - -	1 kitchen.	
none - -	18	18					
none - -	18	18					
none - -	18	17					
none - -	25	25	- - 13 wells, with pumps, distributed about the barracks; two rain-water pumps; 3 soft-water pumps, from canal.	none - -	2 wash-houses -	2 kitchens -	- - Two ablution rooms ordered to be estimated for.
none - -	15	17					
none - -	3	4					
none - -	14	13					
none - -	8	9					
none - -	1	5					
none - -	1	1					
none - -	16	30	- - 1 well and pump in the barrack; 5 cocks from City Water-works in soldiers' barracks.	- - -	- - -	- - -	* These 4 rooms were formerly each in 2 divisions, but the partitions have been lately removed; width given is, average, 22 ft. 6 in. and 13 ft. 9 in. Extensive improvements are in contemplation.
none - -	8	16					
none - -	8	16					
none - -	6	14					
none - -	50	76					
none - -	7	15					
none - -	10	24					
none - -	1	10					
none - -	1	6					
none - -	2	5					
none - -	1	7	- - 4 water-tanks about the barracks.	none - -	- - 1 wash-house, with 3 boilers.	- - 1 cook-house, with 8 boilers.	
none - -	1	2					
none - -	2	6					
none - -	17	18					
none - -	17	20					
none - -	17	19					
3 ventilators -	24	33					
none - -	8	8					
8 loopholes -	13	12					
4 ditto -	15	19					
10 ditto -	17	16					
10 ditto -	16	14					
1 shutter opens -	3	5	- - 3 pumps, within 100 ft. of soldiers' barracks.	none - -	1 wash-house -	1 cook-house.	
1 ditto -	20	23					
none - -	11	11					
none - -	12	8	- - 1 pump, within 100 ft.	none - -	1 wash-house -	none - -	- These barracks are at present occupied by the constabulary.
- small closet, with window -	10	4					
none - -	- - -	42	- - 4 pumps, conveniently situated within the barrack square.	none - -	1 wash-house -	1 cook-house -	- - The principal part of this building is devoted to the wants of the Ordnance Survey of Ireland, such as drawing rooms, engraving rooms, office stores, &c.
none - -							
none - -							
none - -							
Rooms. Men.							
36 for 15		16	- - 1 pump, close	none - -	2 wash-houses -	4 cook-houses.	

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
IRELAND—continued.					ft.	in.	ft.	in.	ft.	in.
DUBLIN - continued.	West Division—continued.									
	Island Bridge	- -	- -	Rubble masonry	6 17	19 6 51 0	14 0 20 0	8 6 10 0	3 with 12 3 " 11 3 " 10 1 " 5 1 " 4 1 " 9 3 " 3 2 " 7 2 " 1 4 " 2	12 with 2 11 " 1 - " - - " - - " - - " - - " - - " - - " - - " -
	Magazine Fort	- -	- -	Rubble masonry	2 1	15 6 53 0	14 0 15 0	9 0 9 0	1 5	1 1
	Royal Infirmary	- -	1787 -	Rubble stone	3 2 3 3 3 1	49 0 22 0 15 0 49 0 22 0 44 0	22 0 22 0 9 0 22 0 22 0 30 0	13 0 13 0 13 0 13 0 13 0 14 0	7 3 1 7 4 4	2 1 1 2 1 2
	Athy	- -	1710 -	Rubble masonry	1 1 1 1 1 1	23 11 24 3 24 2 18 0 18 0 16 0	21 0 17 0 22 0 13 6 11 0 11 0	9 2 9 2 9 2 9 5 8 9 8 9	2 1 2 1 1 1	1 1 1 1 1 1
	Baltinglass	- -	1824 -	Rubble masonry	7	17 0	15 0	8 6	1	1
	Maryborough	- -	1832 -	Rubble masonry	3	22 0	20 0	11 0	4	1
	Naas	- -	1814 -	Rubble masonry	12 24	12 0 32 0	10 0 18 0	11 0 11 0	1 4	1 2
	Newbridge	- -	1817 -	Rubble masonry	26 52	12 0 33 0	10 0 18 0	9 9 10 11	1 4	1 2
	Kilkenny Division:									
	Carlow	- -	1710 -	-- Walls of rubble masonry, roof slated.	2 5 4 1	18 2 25 6 25 8 16 4	16 2 18 5 22 6 13 7	9 5 9 3 9 2 10 0	1 1 2 1	1 1 1 1
	Castlecumber	- -	1810 -	-- Walls of rubble masonry, roofs slated.	6 4 4	23 4 23 4 16 11	16 10 16 10 11 1	10 7 8 10 11 0	2 2 1	1 1 1
	Duncannon Fort	- -	- -	-- Walls of rubble masonry, roofs slated.	1 3 8	29 0 17 6 17 0	15 6 15 6 15 6	9 4 9 2 9 2	2 2 2	1 1 1
	Kilkenny	- -	- -	-- Walls of rubble masonry, roofs slated.	24 12	33 3 12 0	18 0 10 0	10 6 10 6	4 1	1 1
	New Ross	- -	1701 -	-- Walls of rubble masonry, roofs slated.	1 1 1 1 1	35 0 17 9 22 0 23 4 18 0	23 0 16 4 17 10 22 4 18 0	9 6 9 6 9 6 9 6 9 6	4 1 2 2 2	1 1 1 1 1
	Waterford, Artillery	-	1805 -	Rubble masonry	2 5	23 0 23 0	22 0 22 0	8 0 10 0	3 3	1 1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
	<i>Rooms. Men.</i>						
none - -	5 for 36	27	-- 2 pumps close to the barracks. The River Liffy runs close by and supplies it with water.	none - -	1 wash-house -	1 cook-house.	
none - -	1 " 34	26					
none - -	1 " 33	26					
none - -	1 " 32	26					
none - -	3 " 24	18					
none - -	1 " 20	18					
none - -	3 " 18	17					
none - -	1 " 5	9					
none - -	4 " 1	4					
none - -	3 " 2	4					
-- The rooms are loop-holed.	1 23	4 15	-- 1 tank for 10,000 gallons, and 3 cisterns, 1 for 250 gallons, 1 for 220 gallons, and 1 for 210 gallons; also a well and pump.	none - -	none - -	1 cook-house -	- The men's clothes are washed in the cook-house.
none - -	16	12	-- Supplied by pipes from a pond in the Phoenix Park.	1 wash-house -	1 laundry -	1 cook-house.	
none - -	8	6					
none - -	4	2					
none - -	16	12					
none - -	8	6					
none - -	14	12					
none - -	14	15	-- By a pump in the barrack square	none - -	none - -	1 cook-house.	
none - -	11	11					
none - -	14	20					
none - -	2	4					
none - -	5	6					
none - -	1	3					
none - -	-- 6 rooms 7 men, and 1 room 8 men.	11	-- 1 pump in the yard.	none - -	none - -	none.	
none - -	20	25	-- 1 pump 37 feet from the building.	none - -	none - -	1 cook-house -	-- 1 privates' and 1 serjeants' room occupied by pensioners, exclusive of the above.
none - -	2	5	-- 5 pumps 21 yards from the house.	none - -	none - -	1 cook-house.	
none - -	16	13					
none - -	1	4	-- By 5 pumps within 5 yards of the building.	none - -	none - -	2 houses.	
none - -	16	19					
none - -	2	4	-- 2 pumps 20 feet from buildings.	none - -	none - -	1 cook-house, with 4 boilers.	
none - -	11	14					
none - -	15	16					
none - -	2	2					
none - -	12	10	-- 1 iron pump about 10 yards from buildings.	2 sheds -	none - -	2 cooking-houses.	
none - -	12	10					
none - -	2	6					
none - -	12	14	-- 2 cast-iron pumps about 40 yards from buildings.	none - -	none - -	1 cook-house, with 3 boilers.	- There is a water tank in course of construction, calculated to hold 10,000 gallons.
none - -	10	11					
none - -	8	11					
none - -	- - -	23	-- 4 cast-iron pumps and two underground tanks to receive rain water for use of fire engine, close to buildings.	none - -	none - -	4 cook-houses, with 4 boilers in each.	-- A wash-house for the purpose of washing clothes in, is authorized to be erected, and for which a special contract is being prepared.
none - -	21	21	-- 1 pump 57 feet from building.	none - -	none - -	1 cook-house.	
none - -	2	8					
none - -	12	12					
none - -	13	16					
none - -	2	8					
none - -	30	17	-- 1 pump 109 feet from buildings, 1 ditto 45 feet.	none - -	none - -	2 cook-houses.	
none - -	75	18					
none - -	360	21	-- 3 pumps 32 feet from buildings.	none - -	none - -	6 cooking-houses	-- 2 new tanks authorized in Barrack Annual Estimate 1846-47, to contain 10,000 gallons for use of the

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
IRELAND—continued.					ft. in.	ft. in.	ft. in.			
DUBLIN continued.	Kilkenny Division—continued.									
	Wexford	- - -	1824	- - - Walls of rubble masonry, roof slated,	4	40 6	23 6	11 0	4	2
					1	20 8	16 3	10 0	2	1
					1	18 0	14 3	9 4	2	1
ATHLONE	Athlone, Artillery	- - -	1806	Stone - - -	8	36 0	21 0	9 6	4	1
						36 0	21 0	9 6	5	1
						36 0	21 0	9 6	5	1
					36 0	21 0	9 6	5	2	
					36 0	21 0	9 6	5	2	
					20 0	12 0	10 0	2	1	
					20 0	12 0	10 0	2	1	
					29 0	13 10	8 7	1	1	
	Ditto, Cavalry	- - -	1806	ditto - - -	15	38 4	21 0	10 9	6	1
38 4						21 0	10 9	6	1	
38 4						21 0	12 0	6	1	
38 4						21 0	12 0	6	1	
12 0						8 10	12 0	1	1	
11 10						11 7	12 0	1	1	
17 9						20 0	11 0	2	1	
21 7						20 0	11 0	2	1	
17 8						20 0	11 0	1	1	
9 0						8 6	8 0	1	1	
9 0						8 6	8 0	1	1	
38 4						21 0	10 9	6	1	
38 4						21 0	10 9	6	1	
38 4						21 0	12 0	6	1	
38 4						21 0	12 0	6	1	
	Ditto, Infantry	- - -	1796	ditto - - -	54	22 4	12 9	10 6	1	1
50 0						22 4	10 10	4	2	
22 9						22 4	10 6	1	1	
13 0						12 6	10 6	1	1	
13 0						12 6	8 4	1	1	
41 0						22 4	11 0	6	1	
22 4						13 0	10 9	2	1	
54 0						22 4	10 9	6	2	
22 3						22 4	10 9	2	1	
41 0						22 4	10 9	3	1	
34 6						22 4	10 9	4	1	
13 6						12 6	8 4	1	1	
22 8						22 4	11 0	2	1	
13 0						22 4	11 0	2	1	
50 6						22 4	11 0	6	2	
34 9						22 4	11 0	4	1	
12 6						12 6	8 6	1	1	
39 8						22 4	11 0	4	1	
22 4						13 0	11 0	1	1	
22 4						22 2	11 0	3	1	
29 4						18 8	11 8	2	1	
29 4						18 8	11 8	2	1	
40 2						21 8	11 6	4	1	
52 0						14 10	11 6	6	2	
46 9						14 10	11 6	6	2	
46 9						14 10	11 0	6	2	
52 0						14 10	11 0	6	2	
48 0						14 10	11 6	6	2	
47 0						14 10	11 6	6	2	
47 0						14 10	11 0	6	2	
48 0						14 10	11 0	6	2	
20 0						15 0	9 3	2	1	
20 0						15 0	9 3	2	1	
20 0						15 0	10 0	2	1	
20 0						15 0	10 0	2	1	
28 0						circu- lar - {	9 6	3	1	
28 0							7 3	3	1	
35 6							9 6	1	1	
76 0						20 4	12 0	12	2	
35 0						20 4	12 0	6	1	
11 0						14 9	12 0	1	1	
76 0						21 0	13 0	12	1	
12 3						14 6	13 0	1	1	
48 0						16 3	8 0	6	1	
16 0						16 3	8 0	1	1	
54 0						16 3	8 0	6	1	
41 0						13 6	11 0	6	1	
48 0						13 6	11 0	6	1	
39 0						13 6	11 0	6	1	
22 0						25 6	8 0	2	1	
52 0						22 6	7 0	8	1	
52 0						22 6	9 0	8	1	
61 8						21 10	11 0	6	1	
21 10						8 10	11 0	1	1	

Digitized by Google

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
IRELAND—continued.					ft. in.	ft. in.	ft. in.		
ATHLONE - continued.	Ballaghadereen, Infantry -	1798	Brick and stone -	12	12 2	13 10	10 3	2	1
				12	24 10	18 3	10 3	4	1
				12	12 2	13 10	9 10	2	1
				12	24 10	18 3	9 10	4	1
				12	12 2	13 10	11 9	2	1
				12	24 10	18 3	11 9	4	1
				12	25 2	18 2	9 6	4	1
				12	12 1	14 2	9 6	2	1
				12	25 2	18 2	9 11	4	1
				12	12 1	14 2	9 11	2	1
				12	25 2	18 2	11 9	4	1
				12	12 1	14 2	11 9	2	1
	Ballinrobe, Infantry -	1798	Limestone - -	12	22 0	15 9	10 0	2	1
					22 0	15 9	10 0	2	1
					22 0	15 9	10 0	2	1
					22 0	15 9	10 0	2	1
					22 0	15 9	10 0	2	1
					22 0	15 9	10 0	2	1
					22 0	15 9	9 8	2	1
					22 0	15 9	9 8	2	1
					22 0	15 9	9 8	2	1
					22 0	15 9	9 8	2	1
					22 0	15 9	9 8	2	1
					22 0	15 6	10 0	2	1
	Ditto, Cavalry - -	- -	- - - -	13	20 8	40 0	9 0	5	2
					22 6	17 4	7 6	3	1
					22 6	17 4	7 6	3	1
					21 6	17 4	7 6	3	1
					17 6	18 0	6 6	2	1
					17 6	12 0	6 6	2	1
					28 0	12 6	6 6	2	1
					22 8	12 0	11 3	2	1
					22 6	12 0	11 3	1	1
					22 0	17 4	7 6	3	1
					22 0	17 4	7 6	3	1
					18 6	16 0	11 0	2	1
					90 0	40 0	16 0	8	2 stoves -
	Banagher, Infantry - -	1750	Limestone - -	7	20 1	16 1	9 4	1	1
					20 1	16 1	9 4	1	1
					20 1	16 1	9 4	1	1
					20 2	16 1	9 3	2	1
					20 2	16 1	9 3	2	1
					21 0	15 10	9 3	2	1
					21 0	15 10	9 3	2	1
	Boyle, Infantry - -	1786	Brick and stone -	12	11 0	13 7	11 9	1	1
					15 10	15 6	11 9	2	1
					40 5	13 8	12 9	3	1
					38 4	20 1	16 0	2	2
					19 0	20 6	15 3	2	1
					17 6	20 4	15 3	2	1
					30 4	37 11	14 0	3	2
					30 0	38 3	11 3	4	2
					13 4	12 2	13 0	1	1
					11 7	12 4	12 10	1	1
					17 4	13 11	12 9	1	1
					15 10	20 4	16 7	2	1
	Carrick-on-Shannon, In- fantry.	1791	Brick and stone -	6	32 7	18 4	10 3	4	1
					32 7	18 4	10 3	4	1
					32 7	18 4	10 3	4	1
					42 10	18 0	10 3	4	1
					42 10	18 0	10 3	4	1
					42 10	18 0	10 3	4	1
	Castlebar, Artillery -	- -	Brick and stone -	5	19 8	15 3	10 7	1	1
					19 9	16 0	8 9	1	1
					23 8	19 10	9 5	2	1
					19 9	16 0	8 9	2	1
					19 10	15 9	9 3	2	1
	Ditto, Line - - -	1828	Limestone - -	43	17 6	22 0	10 0	3	1
					17 6	22 0	10 0	3	1

Digitized by Google (continued)

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM.

[illegible]

Digitized by Google (contin)

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

[illegible]

[illegible]

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

[illegible]

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - - -	17	none.					
none - - -	17	16					
none - - -	17	18					
none - - -	17	17					
none - - -	17	14					
none - - -	17	17					
none - - -	17	30					
none - - -	17	16					
none - - -	17	14					
none - - -	17	13					
none - - -	17	22					
none - - -	17	17					
none - - -	17	15					
none - - -	17	12					
none - - -	17	17					
none - - -	17	13					
none - - -	17	13					
none - - -	17	14					
none - - -	17	2					
none - - -	17	none.					
none - - -	17	none.					
none - - -	17	none.					
none - - -	17	none.					
none - - -	17	10					
none - - -	17	16					
none - - -	17	3					
none - - -	17	none.					
none - - -	17	none.					
none - - -	17	none.					
none - - -	17	4					
none - - -	17	17					
none - - -	17	21					
none - - -	17	17					
none - - -	17	20					
none - - -	17	18					
none - - -	17	10					
none - - -	17	9					
none - - -	17	10					
none - - -	17	15					
none - - -	17	12					
none - - -	17	4					
none - - -	17	12					
none - - -	17	11					
none - - -	17	17					
none - - -	17	13					
none - - -	17	7					
none - - -	17	10					
none - - -	17	none.					
none - - -	17	none.					
none - - -	2	none.					
none - - -	2	4					
none - - -	2	4					
none - - -	2	4					
none - - -	2	1					
none - - -	2	3					
none - - -	2	4					
none - - -	2	4					
none - - -	2	2					
none - - -	2	6					
none - - -	2	3					
none - - -	2	2					
none - - -	2	none.					
none - - -	2	none.					
none - - -	1	none.					
none - - -	1	none.					
none - - -	1	none.					
none - - -	1	none.					
none - - -	1	none.					
none - - -	1	none.					
none - - -	1	5					
none - - -	1	none.					
none - - -	1	4					
none - - -	1	4					
none - - -	1	1					
none - - -	1	4					
none - - -	2	4					
none - - -	2	1					
none - - -	2	3					
none - - -	2	6					
none - - -	2	3					

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
IRELAND—continued.					ft. in.	ft. in.	ft. in.			
ATHLONE - continued.	Parsonstown, Infantry continued.				13 8	9 11	10 9	1	1	
					13 8	9 11	10 9	1	1	
					13 8	9 11	10 9	1	1	
					13 8	9 11	10 9	1	1	
					30 0	20 0	10 9	4	1	
					30 0	20 0	9 3	4	1	
	Philipstown, Infantry	1776	Limestone	10	25 0	19 8	10 10	3	1	
					25 0	19 8	10 10	3	1	
					25 0	19 8	10 10	3	1	
					25 0	19 8	11 2	2	1	
25 0					19 8	11 2	2	1		
24 6					24 0	10 10	3	1		
25 0					14 0	10 8	2	1		
24 6					24 0	11 2	3	1		
16 0					11 10	10 8	1	1		
11 8					11 0	10 6	1	1		
Portumna, Infantry	not known	Ditto		24 9	22 4	11 0	2	1		
				24 9	22 4	11 0	2	1		
				24 9	22 4	11 0	2	1		
				21 0	18 4	10 0	2	1		
				21 0	18 4	10 0	2	1		
Roscommon, Infantry	1702	Stone	6	24 10	22 6	9 4	3	1		
				24 10	22 6	9 4	3	1		
				24 10	22 6	9 4	3	1		
				25 1	22 6	9 0	2	1		
				25 1	22 6	9 0	2	1		
				22 6	18 0	9 0	2	1		
Shannon Bridge, Infantry	1798	Limestone and brick	11	45 10	17 6	10 8	2	1		
				45 10	17 6	10 8	2	1		
				45 10	17 6	10 8	2	1		
				45 10	17 6	10 8	2	1		
				17 6	15 8	9 0	2	1		
				17 6	15 8	9 0	2	1		
				17 6	15 8	8 2	2	1		
				17 6	15 8	8 2	2	1		
				19 8	9 0	9 0	1	1		
				19 8	9 0	9 0	1	1		
				19 8	9 0	8 2	1	1		
				Sligo, Infantry	1824	Stone	3	51 7	19 9	9 8
51 7	19 9	9 8	6					2		
26 2	19 8	9 8	2					1		
Tullamore, Infantry	1716	Limestone	6	25 0	22 6	10 7	3	1		
				25 0	22 6	10 7	3	1		
				25 3	22 5	10 7	3	1		
				25 2	17 10	10 7	2	1		
				25 3	22 5	9 3	2	1		
Westport, Infantry	1794	Limestone	15	24 11	22 6	9 3	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
				20 3	17 10	10 5	2	1		
BELFAST	Belfast, Infantry	1798	Brick	44 privates	34 0	22 0	11 0	4	1	
				12 N. C. O.	12 0	9 0	11 0	1	none	
	Ditto, Artillery			8 privates	23 0	18 0	9 0	4	2	
				6 N. C. O.	10 0	18 0	9 0	2	1	
	Armagh, Infantry	1773	Limestone		2	22 0	18 0	10 0	2	1
					2	22 0	18 0	10 6	2	1
2					22 0	18 0	8 8	2	1	
1					27 3	16 3	8 4	2	1	
1					38 1	15 3	8 4	4	1	
1					38 1	15 3	9 11	4	1	

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	2	2					
none - -	2	1					
none - -	2	6					
none - -	2	2					
none - -	1	10					
none - -	1	none.					
none - -	14	14	-- A pump 30 ft. from the building, a draw-well 90 ft. from building.	none - -	none - -	3	
none - -	14	12					
none - -	14	14					
none - -	14	12					
none - -	14	14					
none - -	15	15					
none - -	15	15					
none - -	16	13					
none - -	1	1					
none - -	1	1					
none - -	14	14	-- From a well with excellent water, 60 yards from the building.	none - -	none - -	-- Cooking-room with 3 boilers.	
none - -	14	15					
none - -	9	12					
none - -	9	13					
none - -	17	19					
none - -	15	13	-- 1 pump, 20 ft. from officers' quarters, 40 ft. from soldiers' quarters, 1 well 600 yards from buildings.	none - -	none - -	1 cook-house.	
none - -	15	13					
none - -	15	12					
none - -	14	12					
none - -	14	13					
none - -	12	12					
none - -	21	20	-- Supplied by the River Shannon, 300 ft. from the barracks, and a pump, 77 ft. from building.	none - -	none - -	none.	
none - -	21	2					
none - -	21	19					
none - -	21	20					
none - -	8	2					
none - -	8	none.					
none - -	8	none.					
none - -	8	none.					
none - -	2	none.					
none - -	2	3					
none - -	2	2					
none - -	28	28	-- 2 pumps close to the buildings.	none - -	none - -	1 cook-house.	
none - -	28	28					
none - -	16	19					
none - -	15	14	-- 1 pump, 60 ft. from front building; 1 ditto in rear, 42 feet from it.	none - -	none - -	1 cook-house.	
none - -	15	13					
none - -	13	13					
none - -	12	10					
none - -	13	13					
none - -	15	11					
none - -	8	7	-- 1 pump close to building.	none - -	none - -	none.	
none - -	8	7					
none - -	8	8					
none - -	8	7					
none - -	8	7					
none - -	8	8					
none - -	8	7					
none - -	8	7					
none - -	8	7					
none - -	8	8					
none - -	8	7					
none - -	8	7					
none - -	8	8					
none - -	8	7					
none - -	8	8					
none - -	3	2					
none - -	20	20	-- Pipe-water within about 6 yards of buildings.	none - -	none - -	-- 2 kitchens with 24 boilers.	
none - -	1	2					
none - -	12	10	--	none - -	none - -	-- 1 kitchen with 4 boilers.	
none - -	2	2					
none - -	10	-	-- A good supply from a draw well in front of the building, about 100 feet; and a pump in the rear, about 28 feet.	none - -	none - -	none.	
none - -	10	-					
none - -	10	-					
none - -	12	-					
none - -	16	-					
none - -	16	-					
none - -	12	-					
none - -	6	-					
none - -	4	-					
none - -	11	-					
none - -	11	-					

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
IRELAND—continued.					ft. in.	ft. in.	ft. in.			
BELFAST - continued.	Ballyshannon, Infantry -	- -	Stone - - -	-- 5 privates and 3 N. C. O.	45 0	12 0	11 5½	2	1	
				1	30 4	14 3	9 0	3	1	
				1	30 6	14 6	8 6	2	1	
				1	30 6	12 0	11 7½	2	1	
				1	12 9	10 9	11 7½	1	1	
				1	30 9	11 3	10 0	3	1	
				1	13 6	10 6½	11 0	1	1	
				1	13 6	13 0	7 2	2	1	
	Bellick, Infantry -	- -	- Rebuilt in 1846.	- - Stone and a por- tion of brick.	1 N. C. O. - 3 privates, viz.	10 4	10 7	7 11	1	1
					1	48 0	11 8½	12 6	5	1
					1	44 0	11 9	12 6	4	1
					1	49 0	11 10	12 6	5	1
	Belturbet, Cavalry -	- -	- In the reign of Queen Anne.	- - - -	10, viz. 3	49 0	22 0	9 0	4	1
					1	22 0	14 9	9 0	2	1
					4	25 0	22 7	8 10	4	1
					1	21 4	14 8	12 5	1	1
					1	17 0	14 11	9 0	1	1
	Carrickfergus, Infantry -	-	1802 -	White stone -	4 privates, viz. 2 2 1 N. C. O. -	60 0	16 0	9 0	6	2
						60 0	22 0	15 9	2	1
						19 0	15 0	8 0	3	1
	Cavan, Infantry -	- -	1826 -	Stone - - -	5, viz. 3	38 0	18 0	10 9	4	2
					1	46 9	18 0	10 9	4	2
					1	40 0	18 0	10 9	4	2
	Charlemont, Artillery -	-	1602 -	Stone - - -	11, viz. 2 2 5 2	17 0	21 0	9 0	2	1
						18 0	22 0	10 0	2	1
						21 0	17 0	8 0	2	1
						22 0	18 0	10 0	2	1
	Ditto - ditto -	- -	1806 -	Stone and brick -	7, viz. 4 1 1 1	29 0	19 0	9 0	5	2
						20 0	19 0	9 0	2	1
						23 0	15 0	9 0	1	1
						12 0	15 0	10 0	-	-
	Downpatrick, Infantry -	-	1790 -	Granite and brick -	9, viz. 4 1 3 1	15 6	15 6	9 2	1	1
						19 2	13 0	9 4	2	1
						27 0	19 0	9 4	4	1
						14 0	14 0	9 2	2	1
	Dundalk, Cavalry -	- -	- Rebuilt in 1825-6.	Stone and brick -	12 N. C. O. 24 privates -	12 2	19 7	10 8	1	1
						29 10	19 6	11 4	4	1
	Enniskillen Main, Infantry		1778 -	Stone - - -	30	24 1	12 3	10 1	2	1
	Enniskillen Castle, Infantry and Artillery.		1828 -	Stone - - -	6, viz. 2 1 1 2	51 6	13 10	10 5	7	2
						49 8	15 3	10 5	7	2
						19 6	13 4	10 5	3	1
						21 0	9 3	9 6	4	1
	Ditto Redoubt, Infantry -	-	1828 -	Stone - - -	4, viz. 2 2	21 3	27 5	11 1	4	1
						34 3	27 5	11 1	6	1
	Lifford, Infantry -	- -	1827 -	Stone and brick -	3, viz. 1 1 1	36 0	16 9	9 3	4	1
						36 0	16 9	9 11	4	1
						16 9	-	9 6	1	1
	Londonderry (Ebrington), Infantry.		1841 -	Stone and brick -	19, viz. 4 5 5 2 3	35 8	25 0	10 11	4	1
						36 3	25 1	11 0	4	1
						36 4	25 2	10 0	4	1
						14 2	10 1	11 0	1	1
						13 8	10 2	10 0	1	1

Digitized by Google

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	14	14	- Water supplied by contract, and deposited in the barracks for the use of the troops.	none - -	none - -	none.	
3	11	11					
2	12	12					
none - -	10	10					
none - -	1 serjeant	Temporary hospital					
none - -	10	10					
none - -	1 serjeant	2					
2	1						
3	1	4	- - A draw-well, about 13 yards from the building.	none - -	none - -	A cook-house.	
3							
4							
3							
none - -	27	127	- - A good supply of water, quite close to the barracks.	none - -	none - -	- - A good cook-house.	
none - -	2 serjeants.						
none - -	15						
none - -	1 serjeant.						
none - -	1 ditto.						
none - -	30	25	- - Rain water, from a tank 8 yards from building. A new tank in course of construction.	none - -	none - -	- - One kitchen with 4 boilers.	
none - -	12	6					
none - -	2	2					
none - -	21	102	- - Supplied by contract, the water near the barrack being unwholesome a new pump is about to be erected.	none - -	A wash-house	A cook-house.	
none - -	25						
none - -	23						
none - -	8	85	- - A well within the barrack inclosure.	none - -	none - -	1 cook-house.	
none - -	12						
none - -	7						
none - -	10						
none - -	12	58	- - A pump on the premises.	none - -	none - -	1 cook-house.	
none - -	10						
none - -	2						
none - -	5	- - -	- - There are 3 draw-wells within the barrack inclosure which do not afford a sufficient supply when the barrack is occupied.	none - -	none - -	- - 1 cook-house with 4 boilers.	
none - -	6						
none - -	14						
none - -	2						
none - -	2	- - -	- - A good supply of water from wells and pumps about 40 yards from the buildings.	- - A good ablution house.	- - Two wash-houses in progress.	2 cook-houses.	
none - -	16	16					
2	10	10	- - Two pumps, 30 yards from the buildings.	- - -	Two wash-houses.	2 cook-houses.	
3	20	20	- - A pump 20 yards from the building.	none - -	none - -	none.	
3	23	23					
none - -	3	3					
none - -	2	2					
none - -	14	14	- - A pump at the door.	none - -	none - -	A cooking kitchen.	
6 loopholes	20	20					
none - -	20	20	- - From water-pipes 42 yards from the building, and also from the river adjoining the premises.	none - -	none - -	1 cook-house.	
2	20	20					
none - -	1	2					
2	20	22	- - From tanks constructed in rear of the buildings, also from three springs, two of which have pumps attached.	1	2	2 cook-houses.	
2							
none.							
none.							

RETURN FROM EACH BARRACK IN THE UNITED KINGDOM,

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.	
					Length.	Width.	Height.			
IRELAND—continued.					ft. in.	ft. in.	ft. in.			
BELFAST - continued.	Loughfoyle, Greencastle, Infantry and Artillery.	1812 -	Stone and brick -	15, viz. 2	29 4	20 5	13 9	1	1	
				1	11 11	11 10	11 9	2	1	
				1	13 11	11 10	12 4	2	1	
				1	11 10	11 0	12 4	2	1	
				1	12 8	11 11	11 6	2	1	
				1	11 10	10 10	11 5	2	1	
				1	11 10	10 10	10 1	2	1	
				1	11 10	10 10	10 0	2	1	
				1	11 10	11 0	10 10	2	1	
				1	11 10	9 10	6 8	2	1	
				1	11 10	9 10	6 9	2	1	
				2	11 0	10 0	6 0	2	1	
				2	12 0	9 10	6 9	2	1	
		Ditto, Magilligan, Artillery	1812 -	Stone and brick -	1	31 7	18 4	14 11	1	1
		Loughswilly, Nedspoint, Artillery.	1812 -	Stone and brick -	1	28 4	18 3	12 0	2	1
		Dunree, Artillery - -	1812 -	Stone and brick -	4, viz. 1	12 1	12 5	8 6	1	1
	1				27 2	12 3	12 3	2	2	
	1				7 7	10 9	10 0	1	1	
	1				38 11	13 11	9 11	3	1	
		Knockalla, Artillery -	1813 -	Stone and brick -	4, viz. 1	44 0	16 0	10 5	7	2
	1				21 0	16 0	6 0	-	-	
	1				29 0	12 0	12 1	3	2	
	1				39 3	18 2	6 0	2	2	
		Maccamish, Artillery -	1812 -	Stone and brick -	1	30 0	18 0	14 0	1	1
		Rathmullen, Artillery -	1812 -	Stone and brick -	2, viz. 1	28 0	17 9	12 3	2	1
	1				13 0	10 0	9 7	1	1	
		Down of Inch, Artillery -	1812 -	Stone and brick -	4, viz. 1	11 10	10 1½	8 7½	none	1
	1				11 10	8 5	10 7	1	1	
	1				11 7½	10 1½	9 2	1	1	
	1				26 0	17 4	10 0	4	2	
		Monaghan, Cavalry -	1793 -	Stone - - -	6, viz. 1	24 6	16 2	9 8	3	1
	1				17 0	15 5	9 8	1	1	
	1				23 5	16 0	9 8	2	1	
	1				23 5	16 0	9 4	3	1	
	1				24 6	16 2	9 4	2	1	
	1				17 0	15 5	9 4	1	1	
		Newry, Infantry - -	1783 -	Granite and brick -	35	31 8	15 0	9 6	3	1
	15				18 10	15 0	9 6	2	1	
	9				15 0	10 0	9 6	1	1	
		Omagh, Artillery - -	1804 -	Stone and brick -	3, viz. 2	37 7	15 10	10 2	2	2
	1				49 0	17 8	10 6	4	2	
CORK - - -	Cork - - -	1806 -	Stone - - -	15	24 0	18 0	10 0	3	1	
				8	24 0	18 0	8 0	3	1	
				76	30 0	20 0	10 0	4	1	
				40	30 0	20 0	8 0	4	1	

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	14	26	- From tanks and iron cisterns constructed to receive the rain - water from the roofs of the buildings.	none - -	none - -	none.	
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	2						
none - -	10	8	- - A spring, at bottom of tower.	none - -	none - -	none.	
none - -	14	13	- - A well in the fort, and a spring 100 yards from it.	none - -	none - -	none.	
none - -	3	39	- - An uncertain supply is at times received from a small tank in the fort; the chief supply is from a well 200 yards outside.	none - -	none - -	none.	
none - -	7						
none - -	1						
none - -	17						
none - -	26	37	- - From a tank at bottom of tower, water not good; the supply is from a well on the mountain, 236 yards from the fort.	none - -	none - -	none.	
none - -	18						
6	20						
none - -	13	17	- - Tank at bottom of tower, water bad; a supply 200 yards outside.	none - -	none - -	none.	
6	10	13	- - A tank at bottom of tower, water bad; the supply is 100 yards outside.	none - -	none - -	none.	
none - -	1						
none - -	1	20	- - A tank at bottom of tower, water not good; the supply is 329 yards outside.	none - -	none - -	none.	
3	2						
none - -	2						
8	22						
none - -	11	11	- - A good supply of water afforded from a draw-well, 7 feet from the building.	none - -	none - -	1 cook-house.	
none - -	6	1 serjeant.					
none - -	10	10					
none - -	10	10					
none - -	11	11					
none - -	6	6					
none - -	14	14	- - Amply supplied by 3 pumps of spring water within the barrack yard.	none - -	- - 1 large wash-house, with two boilers.	- - 2 cook-houses, containing 17 boilers.	
none - -	10	10					
none - -	2	2					
3	15	76	- - A well on the premises, 6 yards from the building.	none - -	none - -	1 cook-house.	
3	24						
none - -	9	10	- - 3 tanks within 20 feet of the	none - -	none - -		
none - -							

DISTRICT.	NAME of BARRACK.	Date of its Erection.	what B
IRELAND—continued.			
Cork - - - continued.	Elisabeth Fort - - -	- - In the 16th century.	Stone -
	Ballincollig - - -	1809 -	Stone -
	Bandon - - -	- Reported to have been built in 1700.	Stone -
	Bere Island:		
	Tower, Nos. 1 and 2 -	- - -	Stone -
	Tower, Nos. 3 and 4 -	1804 -	- -
	Tower, No. 5 -	- - -	- -
	Barrack, No. 1 Tower -	- - -	- -
	Ditto, Nos. 3 and 4 -	1811 -	- -
	Casemate - - -	1804 -	- -
	Barracks - - -	1805 -	- -
	Buttevant - - -	1812 -	Stone -
	Camden Fort - - -	- - -	Stone -
	Carlisle Fort - - -	1806 -	Stone -
	Charles Fort - - -	- - -	Stone
	Clonakilty - - -	- - -	Stone
	Dungarvan - - -	1774 -	Stone
	Fermoy:		
	Old Barracks - - -	1804 -	Stone
	Cavalry Barracks	1804 -	Stone
	New Barracks - - -	1809 -	Stone

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is Supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	10	- - -	- - 2 tanks adjoining soldiers' quarters; 1 well, 20 yards from soldiers' quarters.	none - -	1	1	- - Occupied by police.
none - -	11						
none - -	4						
none - -	2						
none - -	4						
none - -	2						
none - -	10	12	- - 2 pumps, one within 40 feet of building, the second within 10 feet.	2	1	3	- - 1 room for regimental serjeant-major; 3 rooms for two staff serjeants, each; 4 rooms for 3 troop serjeant-majors.
none - -	8	24					
none - -	14	16					
none - -	1	4					
none - -	8	9	- - Tank close to buildings.	none - -	none - -	1	- - In this barrack the exact proportion of women and children cannot be given in integers. The average proportion is, 20 women to 200 men, nearly.
none - -	12	14					
none - -	16	- - -	- - Tank within the Tower.	none - -	none - -	none.	Unoccupied.
none - -	11	- - -	- - A well 40 ft. distant.	none - -	none - -	none.	
none - -	10	- - -	- - A well 30 ft. distant.	none - -	none - -	none.	
none - -	16	- - -	- - A well 40 ft. distant.	none - -	none - -	none.	
none - -	2	- - -	A tank inside -	none - -	none - -	none.	Barrack in ruins.
none - -	none	- - -	- - A well, distant 50 feet.	none - -	none - -	none.	
none - -	1	4	- - 2 pumps, 40 feet from buildings.	none - -	1	2	- - The average occupation for 3 years is given of the whole of the barracks.
none - -	1	4					
none - -	10	8					
none - -	10	8					
none - -	13	11					
none - -	13	13					
none - -	15	15					
none - -	15	15					
none - -	15	13					
none - -	15	13					
none - -	14	9	- - A draw-well, 32 ft. from building.	none - -	none - -	2	
none - -	8	9					
none - -	10	12	- - 1 ditto, ditto, 40 feet.	none - -	none - -	none	- - This does not include the new rooms not yet inhabited.
none - -	7	7					
none - -	8	8	1 ditto, 50 yards	none - -	none - -	1	- - With regard to women and children, the same remark as at Bandon.
none - -	7	6					
none - -	7	6					
none - -	9	8					
none - -	1	3					
none - -	10	10	- - By water-butts, and a stream of indifferent water.	none - -	none - -	1	- - Cooking-house scarcely sufficient for a depôt. Same remark for women and children as at Bandon.
none - -	8	10	- - A tank, 50 ft. from buildings.	none - -	none - -	none	- - Cooking and washing is performed in the rooms.
none - -	7	9					
none - -	16	14	- - 2 pumps, 30 ft. from buildings.	none - -	2	14	- - Average occupation for the last three years.
none - -	16	14					
none - -	2	6	- - - -	none - -	none - -	none	- - Occupied by staff-serjeants.
none - -	1	3	- - - -	none - -	none - -	none	
none - -	10	5	- - 3 pumps, 30 feet from buildings.	none - -	2	14	- - Average occupation for the last 3 years.
none - -	10	5					
none - -	2	1					
none - -	1	4	- - A well, 200 feet from building.	none - -	none - -	none	- - Cooking done in the room part of the barracks has not yet been occupied for 3 years; of it
none - -	16	9					
none - -	16	9					
none - -	1	4					
none - -	1	4					

DISTRICT.	NAME of BARRACK.	Date of its Erection.	Of what Materials Built.	Number of Sleeping Rooms for the use of Privates and Non- Commissioned Officers.	Dimensions of each Room.			Number of Windows in each Room.	Number of Fireplaces in each Room.
					Length.	Width.	Height.		
IRELAND—continued.					ft. in.	ft. in.	ft. in.		
CORK continued.	Haulbowline Island: New Barracks - -	1845 -	Stone - - -	1	32 0	23 0	11 3	4	1
				1	31 0	23 0	11 1	6	1
				1	31 0	23 4	10 10	6	1
				1	32 0	23 4	10 8	4	1
				1	9 0	9 0	11 3	1	1
				1	11 0	9 0	10 10	1	1
	Tower - - -	- -	Stone and brick -	1	- -	- -	- -	1	1
				1	- -	- -	- -	1	1
	Kinsale - - -	1797 -	Stone - - -	57	18 0	20 0	9 0	2	1
				2	18 0	14 0	9 0	2	1
				2	12 0	9 0	9 0	2	1
	Mallow - - -	- -	Stone - - -	2	11 0	7 0	9 0	1	none -
				3	16 0	7 0	9 0	1	none -
				1	12 0	7 0	7 0	1	none -
				1	16 0	8 0	8 0	1	1
				1	16 0	15 0	9 0	1	1
				1	20 0	16 0	9 0	1	1
				2	20 0	16 0	7 0	1	1
				2	20 0	16 0	9 0	1	1
				1	24 0	16 0	7 0	1	1
				1	26 0	16 0	7 0	1	1
				Millstreet - - -	1715 -	Stone - - -	3	18 0	14 0
	6	20 0	18 0				9 0	2	1
	Mitchelstown - - -	1820 -	Stone - - -	4	32 6	21 0	11 0	4	1
	Rocky Island, New Bar- racks.	1845 -	Brick and stone -	1	27 0	14 3	8 0	3	1
				1	32 2	18 11	10 5	4	1
	Spike Island - - -	-- 1809 to 1817.	Brick and stone -	8	47 10	8 0	10 0	6	1
				10	40 0	18 0	12 5	5	1
	Whiddy Island: Centre Redoubt - -	1806 -	Stone - - -	6	32 6	14 0	7 6	4	1
				5	26 0	14 0	7 0	4	1
				6	33 6	12 0	12 6	1	20
	Youghal - - -	1808 -	Stone - - -	4	12 0	10 0	10 6	1	1
				2	32 0	18 0	10 6	6	2
4				32 0	18 0	10 6	4	1	
4				32 0	18 0	10 6	4	2	
LIMERICK - -	Artillery - - -	1806 -	Brick - - -	6	48 0	19 7	10 4	4	2
				4	22 9	19 7	8 7	2	1
	Castle - - -	1825 -	Stone - - -	12	37 6	20 11	8 10	4	2
	New - - -	- -	Stone - - -	29	29 11	18 0	9 8	6	2
				29	18 0	12 0	9 8	2	1
	John's Square - - -	- -	Stone - - -	3	42 4	18 5	11 6	4	1
				1	22 10	18 2	11 6	2	1
				2	20 4	18 2	11 6	2	1
				2	12 3	9 11	11 6	1	none -
	Strand, Temporary - -	- -	Stone - - -	1	83 0	21 6	12 5	8	2
	Cahir, Cavalry - -	-- About the year 1811.	Stone - - -	19	32 10	18 0	11 0	- 16 with 4, 3 with 3.	2
				1	21 10	17 10	10 2	4	1
				14	12 4	9 10	10 10	- 13 with 1, 1 with 2.	1
	Carrick-on-Suir, Infantry -	- -	Stone - - -	3	25 0	22 6	8 6	2	1
				1	38 0	24 0	10 0	5	1
				1	16 0	19 0	8 4	1	1

Number of Ventilators and other Means of Ventilation.	Number of Men each Room is regulated to hold.	Number of Men, Women, and Children usually occupying it.	How the Barrack is supplied with Water, and the Distance from the Buildings.	Accommodation for Washing.		Accommodation for Cooking.	REMARKS.
				For the Men.	For their Clothes.		
none - -	20	6	-- A tank 400 ft. from buildings.	none - -	none - -	1	
none - -	21	6					
none - -	21	6					
none - -	22	6					
none - -	1	1					
none - -	1	1					
none - -	12	4					
none - -	1	1					
none - -	8	8	-- 1 pump and draw-well in rear of building.	none - -	none - -	5	-- Same remark for women and children as at Bandon.
none - -	7	7					
none - -	1	4					
none - -	1	1	-- 1 pump 30 feet from building.	none - -	1	2	-- Have not been occupied by troops for several years, except once.
none - -	3	2					
none - -	3	2					
none - -	4	2					
none - -	8	3					
none - -	8	4					
none - -	8	4					
none - -	9	4					
none - -	10	5					
none - -	12	6					
none - -	7	4	-- 1 pump 36 feet from building.	none - -	none - -	none - -	-- Average occupation for 3 years.
none - -	10	6					
none - -	18	19	-- 1 well 20 feet from building.	none - -	none - -	none - -	-- Average occupation for 3 years.
none - -	9	10	-- Tank 120 feet from building.	none - -	none - -	1	
none - -	20	22					
none - -	22	22	-- Draw-well 144 feet from buildings.	none - -	none - -	1	-- Barracks incomplete.
none - -	19	18					
none - -	20	Unoccupied - ditto.	-- A well within each of the redoubts.	none - -	none - -	none - -	-- At the centre and west redoubts the water is good, at the east ditto the water is bad.
none - -	16						
none - -	20						
none - -	1	1	-- 3 pumps and 1 well, from 20 to 40 feet distant.	none - -	none - -	1	
none - -	16	17					
none - -	16	17					
none - -	17	18					
none - -	20	17	-- By 2 pumps in barrack yard.	none - -	1 wash-house	1 cookhouse.	
none - -	11	11					
none - -	17	18	-- Tank in yard, supplied by water company.	none - -	1 wash-house	1 cookhouse.	
none - -	14	14	-- 2 tanks ditto ditto, and well with pump.	none - -	1 wash-house	2 cookhouse.	
none - -	15	5					
none - -	-- 2 rooms 22, 1 room 17	22	-- Pump in barrack yard.	none - -	none - -	1 cookhouse.	
none - -	11	15					
none - -	9	11					
none - -	2	9					
none - -	47	47	-- By a water-cart.	none - -	none - -	1 cookhouse.	
none - -							
none - -	17	23	-- By 3 pumps and 2 tanks, distant 40, 60, 70, 150, and 230 yds., and 2 wells.	none - -	1 wash-house	1 cookhouse	-- 2 rooms, used as tailor's and saddler's shop.
none - -	1	1					
none - -	1	3					
none - -	15	19	-- 1 pump, distant 40 yards.	none - -	-- 1 wash-house, without fireplace or boilers.	1 cookhouse.	
none - -	20	23					
none - -	21	5					
none - -	13	9	-- By 3 pumps, distant 10, 50, and 200 feet.	none - -	none - -	1 cookhouse.	
none - -	-- 4 rooms 10; 4 rooms 9.	11					
none - -		10					
none - -	14	18	-- By a horse and cart, from a distance of 2 miles.	none - -	1 wash-house	1 cookhouse.	
none - -	-- 3 rooms 9, 11 rooms 7, 1 room 4	10					
none - -		10					
none - -		4					

ROYAL ARSENAL (WOOLWICH).

RETURN to an ORDER of the Honourable The House of Commons,
dated 2 March 1847 ;—for,

A “ COPY of the EVIDENCE taken before the COURT of INQUIRY instituted in the Month of April 1845, by the Board of Ordnance, at the Royal Arsenal, *Woolwich*, to investigate Charges preferred by *Daniel Toner* against *William Jones*, late Deputy Storekeeper, with a Copy of the Charges, and the Report thereon : ”

A “ COPY of the CHARGES preferred, and the EVIDENCE given against *Daniel Toner*, late a Labourer in the Royal Arsenal, *Woolwich*, by Mr. *Reed*, a Clerk in the Storekeeper's Department, before Lord *Bloomfield*, Colonel *Barney*, and Mr. *Cheetham*, in August 1845, with their Report, and any Memorial or Correspondence that has passed between *Daniel Toner* and the Board of Ordnance thereon.”

(By Order of the Master-General and Board of Ordnance,)

Office of Ordnance, }
8 March 1847. }

R. BYHAM,
Secretary.

(*Mr. Thomas Duncombe.*)

Ordered, by The House of Commons, to be Printed,
10 March 1847.

L I S T. ---

Copy of the Evidence taken before the Court of Inquiry, in the Month of April 1845, against William Jones, marked (A.)	- - - - -	p. 3
Copy of the Charges, and Report thereon, against William Jones, marked (B.)	- - - - -	p. 39
Copies of the Charges and Report against Daniel Toner, marked (C.)	- - - - -	p. 50
Copies of Correspondence that has passed between Daniel Toner and the Board of Ordnance, marked (D.)	- - - - -	p. 53

(A.)

COPY of the EVIDENCE taken before the Court of Inquiry, in the Month of April 1845, against *William Jones*, late Deputy Storekeeper at *Woolwich*.

PROCEEDINGS on the INVESTIGATION of the Charges preferred against *Mr. Jones*, the Deputy Storekeeper at *Woolwich*.

Monday, 21 April 1845.

IN the office of the Honourable Principal Storekeeper at the Royal Arsenal, Woolwich.

Proceedings.

Present :

Mr. Joseph Payne, senior clerk, first class, in the office of the Honourable Surveyor-general.

Mr. John Griffith, senior clerk, second class, in the office of the Honourable Clerk of the Ordnance.

Mr. Samuel Roper, senior clerk, second class, in the office of the Honourable Principal Storekeeper.

Read, the Master-general and Board's Order of the 16th April 1845 ^o/_{ss}.

Read, the letter of Mr. Cheetham, storekeeper at Woolwich, dated 7th April 1845, with the Minutes of the honourable Board, dated 9th, and the Master-general, dated 11th April 1845, thereon, ^w/_{ss}.

Read, the charges preferred by Daniel Toner.

Read, the explanations of Mr. Jones, the deputy storekeeper, dated 7th April 1845.

It was decided to call in Mr. Jones and Daniel Toner, and they be allowed to be present during the proceedings ; they both appeared.

Read, the charges to the parties, when Toner proceeded to particularize the charges originally given in to the following effect, and added another charge, the eighth, which will appear subsequently.

FIRST CHARGE.—PAINT AND WOOD.

Paint.—On Tuesday, 1st April, Wednesday, the 2d, Thursday, 3d, and Friday, 4th, paint used by two painters named Knight, brothers, at Mr. Jones's house, superintended by the master painter, Knight.

Saw the paint going in baskets, but does not know what quantity or description.

During the time they were painting the house, the men answered their calls on each day, up to six o'clock, P. M. on Friday the 4th April, Mr. O'Neill being the cheque clerk on the 4th.

Wood.—The greatest portion of wood was carried to Mr. Jones's house for fire wood ; a bushel basket was taken daily by Robert Clubb, labourer, to Mr. Jones's house.

Saw this frequently ; this has been going on for the last two years, by different labourers : principally for 18 months by Clubb.

4. PROCEEDINGS, &c. TAKEN BEFORE COURT OF INQUIRY

Proceedings.

The wood was taken from the wood-yard.

This was carried on particularly in the month of June 1844, and to that extent, that the common report in the Arsenal was, that Captain Harrison, R. A. wrote a letter to Mr. Cheetham to put a stop to it.

There were two ducks (low carts), two pair of horses, two drivers of the Royal Artillery, and a gang of convicts under the charge of Fraser, the keeper, employed in bringing wood back from Mr. Jones's house.

Saw the loaded carts.

The impression of Toner was, that the wood was returned in consequence of Captain Harrison's letter.

The wood was received into the wood-yard by Wells, the timber converter.

Wood has been converted to other purposes at Mr. Jones's house by a carpenter named Reynolds.

Has seen Reynolds repeatedly, during the past and present year, take wood to Mr. Jones's house ; the wood was deal wood.

Saw Reynolds repeatedly bringing chairs from Mr. Jones's house to the carpenter's shop to be repaired.

Has seen Reynolds repeatedly, during last summer, take wood from the carpenters' shop down to Mr. Jones's garden for the purpose of repairing the fences.

SECOND AND THIRD CHARGES.

Are embraced in the first charge.

FOURTH CHARGE.

Bryant was employed at Mr. Jones's house daily, from September 1844 to 5th April 1845. Bryant, with the exception of an hour or so a week, was thus employed at Mr. Jones's house.

Has seen Bryant, during working hours, at Mr. Jones's house, doing work in attending to his cows and pigs.

Bryant attended calls regularly, and went from calls direct to Mr. Jones's house.

From 8th September 1842 to the latter end of May 1844, Mr. Jones had men belonging to the department, Waller and Bryant, attending at his premises for the same purposes, quite as frequently as before stated.

FIFTH CHARGE.—BURBRIDGE AND WILKIE.

Says, that George Burbridge worked as gardener at Mr. Jones's premises during the working hours ; part of days saw him himself, viz., on Saturday, 29 March 1845, Monday, 31 March, Tuesday, 1 April, Wednesday, 2 April, and Thursday, 3 April ; thinks about half of each of those days ; did not observe him any other time.

This is all he has to say.

Has occasionally seen Robert Wilkie since September 1842, and during 1843 and 1844, answer his calls and go direct to Mr. Jones's house, and has not seen him afterwards on his public work on those occasions ; and has sometimes been absent for a day or two days and a half.

Has seen Wilkie at the one o'clock call come in dressed as if to attend parties, and then go to Mr. Jones's house ; other men sent to do his work ; has been so sent himself.

Says, these attendances took place about five times each year, and about four days each time.

Says, he remarked, particularly one half day in February 1844, Wilkie was at Mr. Jones's house, and through mistake was chequed for half a day's pay ;

SIXTH CHARGE.

During the summers of 1843 and 1844, has frequently seen Cope, the coxswain, assisted by labourers Bonniface and Wallace, with the boat out in the river shrimping, from nine o'clock in the morning till about a quarter to 12, and from one in the afternoon till about four o'clock.

Has seen this two days each week during the shrimping season, which begins the end of May and lasts to about September.

Has seen nets put into the boat and shrimps landed from it.

Asserts that the men so employed attended the calls.

Has nothing more to say on this charge.

SEVENTH CHARGE.—BATH AND CARPET.

Bath.—Says a washing bath was made out of public materials, at the cooper's shop, and removed from thence on 3d July 1844 to Mr. Jones's house; saw the bath so removed on a barrow, by a labourer named Clare.

The bath was made by the cooper Ashdown, and an assistant named Beech, now in the 15th Light Dragoons, at Maidstone.

The bath went to Mr. Jones's house between 10 and 11 in the forenoon of 3 July 1844.

Made a memorandum of that date and hour at the time of removal.

This is all he has to say on this part of the charge.

Carpet.—Saw prisoners shaking and beating a carpet on the Cadets' Green, on Tuesday, 1st April 1845; it was then taken to the Harness Store.

Toner wishes the master collar maker, Boyter, to be examined, and likewise the collar maker Wood, and collar maker Mann.

On 2d April 1845, other carpets were shaken by prisoners under charge of two labourers, Waller and Barry.

Has reason to believe the carpets belonged to Mr. Jones.

Has nothing more to say upon this point.

EIGHTH CHARGE.

Has seen men going over the Lock-gate, spearing for eels; viz., Adam, Allchin, Bartholomew Lawlor and —— Straffon.

This took place in March 1844, for part of two days.

Daniel Toner then said he had no other charge.

Mr. Jones declined asking Daniel Toner any question at the present time.

The first, second, and third charges were then proceeded with.

Each witness during this and the following days was assured of the Board's protection if he spoke the truth.

During this day, 21st April 1845, the following witnesses were examined:—James Knight, John Knight, Henry Knight.

The Committee then proceeded to Mr. Jones's house, and inspected the front and back sitting-rooms. They observed the state of the ceiling and paper in the back room, which they found injured, apparently from the water of a closet above.

The Committee likewise observed the borders in the garden, and the carpet in the drawing-room.

Tuesday, 22 April 1845.

Witnesses examined:—Thomas Knight, David Mason, Mr. W. O'Neill, Mr. I. Reid, Mr. R. Davis, William F. Wells, Read, Robert Clabbe,

Proceedings.Wednesday, 23 April 1845.

The following is a copy of a letter addressed to Joseph Cheetham, Esq.

Sir,

Royal Arsenal, Woolwich, 23 April 1845.

IN the course of our investigations as to the truth and extent of the charges made by Daniel Toner against the deputy storekeeper, Mr. Jones, we have ascertained that for a long time past, and even up to yesterday, fire-wood has been taken daily from the public store to that gentleman's house, and also occasionally to the house of Mr. Green, a clerk in your office.

As this is a practice directly at variance with the express orders of the Board, we think it incumbent on us to call your attention to the subject, and to suggest that you should adopt such measures as shall put an immediate and effectual stop to it.

We have, &c.
(signed) *Joseph Payne.*
John Griffith.
Samuel Roper.

Joseph Cheetham, Esq.

The answer of Mr. Cheetham is as follows :

Gentlemen,

Royal Arsenal, 23 April 1845.

IN acknowledging the receipt of your communication of this morning relative to a practice which it appeared has prevailed of taking fire-wood from the public store to the quarters of the deputy storekeeper, I beg to acquaint you that, agreeably to your suggestion, I have taken such measures as I trust will put an immediate stop to such practice.

I have not since seen Mr. Jones upon the subject, and therefore, provided you have no objection, I shall feel obliged if you will name it to him.

I am, &c.
(signed) *Joseph C. Cheetham.*

P.S. I shall also feel obliged if you will afford me an opportunity of a private interview with you, when quite convenient.

Messrs. Payne, Griffith, and Roper.

J. C.

Witnesses examined : Joseph Cheetham, Esq., Mr. William Green, Thomas Waller, Daniel Murphy, Robert Robinson, John Amos, John Gallavin, Thomas Brett.

Thursday, 24 April 1845.

Witnesses examined :—J. E. Freeman, Robert Hill, Patrick Burke, Noah Pennal, John Sydes, James Knight, Colonel Lacy, R. A., Edward Millard, William Forester, George Burbridge, Joseph Wright, Robert Wilkie, John Cope, Mr. W. O'Neill, Mr. John Read, Daniel Langridge, Thomas Waller, Bartholomew Lawlor.

Visited Mr. Jones's garden, and viewed the whole, Mr. Jones stating that all the fences, cucumber frames, bee-hive stands, &c. &c., were public property.

Visited the blue sheds, where the pigs and cows of Mr. Jones had been kept.

Friday, 25 April 1845.

Witnesses examined :—William Wallace. Patrick Boniface. John Cope.

Saturday, 26 April 1845.

Witnesses examined:—John Cope, John Ashdown, [the examination of this witness occupied two hours and a quarter], Stephen Clare, Joseph Wright, William Wells, Joseph Cheetham, Esq., James Knight, Stephen Clare.

Monday, 28 April 1845.

Witnesses examined:—James Knight, John Boyter, Robert Mann, Mr. Robert Pringle, Thomas Brett, Thomas Waller, Thomas Barry, Daniel Murphy, William Straffron, Adam Allchin, B. Lawlor, John Cope, Daniel Toner.

Tuesday, 29 April 1845.

Witnesses examined:—John Fabling, John Gallavan, W. T. Wells, Thomas Knight.

Daniel Toner.—28 April 1845.

Is a labourer, and a pensioner from the Royal Artillery, at 6 *d.* per diem.

Entered as labourer in the laboratory from 2d May to 7th September 1842; entered the storekeeper's department 8th September 1842.

Commenced keeping a written account of what he thought wrong in the beginning of 1843.

Considered the system was wrong, and intended to acquaint the Board, through the storekeepers, with the particulars he had noted down.

Has been employed under Mr. Sydes, the principal foreman, and Edwards, William Wright, and Hall, foremen.

Never told these foremen about the improprieties, nor Mr. Cheetham, until the 4th of April last.

Being a young hand, he wanted to see how the system would carry on in course of time, so that he might be able to make a full disclosure to the Master-general and Board.

He is quite satisfied that every facility has been afforded him in procuring evidence, and in the full investigation of his charges.

He intended, as soon as there was a sufficient number of cases, to make a statement through the storekeeper to the Board.

During the week that he made the report, there appeared to be a greater number of men employed for Mr. Jones's private purposes than at any previous time, and this led him to make the report.

Mr. Cheetham afforded him every facility, and evinced no desire to quash the matter. He told Mr. Cheetham that he appeared before him on public grounds, and making the statement before him as the principal officer here, he considered Mr. Cheetham would forward it to the Master-general and Board.

No person whatever instigated him to make the statement.

Has no complaint to make of any improper cheques towards himself, and was never called up to the office by any of the foremen in consequence of having been complained of.

Produces a certificate from Lieut.-colonel Grant, R.A., that his character, upon his discharge on 9th October 1838, was exemplary; also one from

Captain, and now Lieut.-colonel Chalmer, that he conducted himself well and steadily from May 1833 to October 1837.

8 PROCEEDINGS, &c. TAKEN BEFORE COURT OF INQUIRY

Proceedings.

Produces a certificate from Mr. Chesterton, the governor of Cold Bath Fields Prison, that D. Toner was in his employ, as a sub-turnkey, from 1st January to 31st October 1843; brought with him the best testimonials, and his conduct justified the good opinion expressed of him. Believes him to be a respectable young man, and worthy of confidence. Has voluntarily resigned his situation, it not being suitable to him.

The certificate is dated 28th November 1840.

Is a single man.

Mr. Jones declined asking Daniel Toner any question, and requested three days to prepare his observations on the evidence produced.

EVIDENCE ON FIRST, SECOND, AND THIRD CHARGES.

Monday, 21 April 1845.

(A.)
Evidence against
William Jones.

The Committee then proceeded to call *James Knight*.

Is Foreman of Painters. Attended at Mr. Jones's house at the beginning of April 1845; thinks two days; the 2d and 3d April. No other days.

Was sent there by Mr. Jones on the 2d April, after breakfast, to paint the dining-room of his house; was employed till dinner time, and went after dinner call to bring away some of the tools; went again at half-past five, after call, and remained there till nine o'clock at night.

Did not work in the afternoon. John and Henry Knight were employed on the 2d April at Mr. Jones's house, painting the dining-room with him, and whitewashing the ceiling.

There were men employed from nine o'clock till 12 o'clock on the morning of the 2d April; not employed after one o'clock during their public time.

On 3d April 1845, he and the two men went, after attending call, at six o'clock in the morning, to Mr. Jones's house, and continued there till eight o'clock in the morning, when the work was finished.

This was all that was done on the 3d April. During the 2d April, at near dusk, saw Mr. Jones in his house.

Neither himself nor John and Henry Knight were at or employed in Mr. Jones's house on Tuesday the 1st, or on the 4th April.

Is confident he is correct on that point.

No other person attended.

Took 14 lbs. of white lead paint, with a quart of oil and a quart of turpentine, a little staining colour, and a little drying, which were all used. Means when he says the dining-room, he wishes to include the adjoining room also. Both were in fact painted with a coat of paint, except the doors, which had two. Was spoken to by Mrs. Jones and Mr. Jones previously to the 2d April about the paint. The necessity for painting these rooms was very apparent, one having been blackened by a lamp.

Nothing peculiar about the other rooms.

Examined by Mr. Jones.

Was shown the damp arising from water-closet over back room; Mrs. Jones spoke to him in the first instance, and not in the presence of Mr. Jones; this was previously to the 2d April, in consequence of a message desiring him to call.

The conversation was as follows:

Mr. Jones said, that in consequence of the dirty appearance of the two

said we should have it done that evening. Mr. Jones said he did not understand it, and walked out of the room. We continued the other rooms the next day.

(A.)
Evidence against
William Jones.

On recollection, he did not receive orders from Mr. Jones on the 2d April, as stated in the former part of his evidence, but from the house. Was not aware whether Mr. Jones was at home.

Thinks the directions came from Mrs. Jones, having been previously spoken to by both on the subject.

The value of the paint was 3d. per pound. Purchased a little Brunswick green, the staining colour, in the town, Brunswick green not being kept in store; the other articles taken from store.

John and Henry Knight were chequed for half a day each. He was paid by the public for his public time.

Examined by D. Toner.

Was only present at Mr. Jones's house on 1st April to take orders.

Is not positive whether Mr. Jones stated the rooms had not been painted for six years; but they were very dirty.

Is positive that neither himself nor his brothers were at Mr. Jones's house at work on 1st April.

Is certain that they (all) were at work only one morning before breakfast.

Is certain that Mason, the painter, was not there at all, and never left his work.

The boy Knight was employed at Mr. Jones's house occasionally during the time the men worked.

His brothers answered call, although chequed.

Mr. Jones said, when he came in at night, "Whom have you had here?" He said John and Henry Knight. Mr. Jones then said, they were to be chequed for the time.

Is positive such notice from Mr. Jones was previous to Toner's report to the storekeeper.

Admits the paint was taken out of public store.

Does not recollect Mr. Wells speaking to him about the painters' time, in the morning of the 4th April.

Keeps a work-book, and enters therein what work the men are doing.

Keeps no cheque on absence; only enters in his book what men are employed in the public service.

It is not shown in the work-book that the men were employed at Mr. Jones's, as they were chequed for their time.

Thinks Reed was the man from whom he received the message at the gate to go to Mr. Jones.

Toner declined asking any further questions.

Examined by Committee.

Has not been in the habit of receiving orders from ladies in the Arsenal; did so in this case, presuming they came from Mr. Jones, who, with Mrs. Jones, had previously spoken to him on the subject.

It is not the practice to do any private work at all in the Arsenal.

Is aware that private work is forbidden by the Board's regulations.

Has the custody of the paint.

The paint at Mr. Jones's was included as used in the current expenditure.

John Knight, Examined.

Attended at Mr. Jones's house at the beginning of April; does not know the days.

Part of two separate days.

The first day before breakfast, from six till eight o'clock; that was all.

The second day was after breakfast till 12 o'clock.

That was the whole time.

(A.)
Evidence against
William Jones.

Was employed painting the front parlour doors and skirtings, but no other part of the house.

Received his directions from his brother, the foreman.

The boy Knight was employed also painting one morning, and no one else.

Mr. Jones declined asking any questions.

Examined by Toner.

Was not, to his knowledge, employed on Monday, the 31st March.

Mason was not employed any part of the time.

Was aware that Toner intended to make a report to the storekeeper, respecting their working at Mr. Jones's house.

This took place after we had finished at Mr. Jones's house.

Had not been at work on the day Toner said he would complain.

Had finished the work before this took place.

Answered his call regularly during the time he was employed at Mr. Jones's house.

Did not expect to be chequed, which he was afterwards. Was only aware of this when he came to be paid.

Was paid by his brother Henry for the chequed time, 1s. 10½d., being half a day. That was all the time he was chequed.

No one told him he was to be chequed.

Was chequed after Wednesday, the 2d April.

Toner declined asking any further questions of this Witness.

Examined by Committee.

The room was very dirty from want of painting. This was the first room. It had no other defect.

Did not observe any damp on the walls.

The ceiling was washed, being in a very bad state from smoke.

The ceiling was whitewashed by his brother.

Henry Knight.

Is a painter; was employed at Mr. Jones's house, and he thinks in this month.

Went there two or three times on different days. The first time he went there, he thinks it was in the morning before breakfast.

He thinks he was there a quarter of a day or two; that is about it. He does not know how long each day.

He painted three windows inside of one room, which was at the front of the house.

Painted inside of a cupboard in the same room.

Was not there at night.

Believed there was painting done in another room, but by his brother, the foreman.

Was in the same room with his brother John.

Was chequed for two quarters of separate days.

Considers that would cover the time he was employed at Mr. Jones's house.

Was paid for his chequed time by his brother, the foreman (James Knight).

The foreman told him, when he was working at Mr. Jones's, he would be chequed whilst so employed.

Answered the calls regularly, although he knew he was going to be chequed.

Mr. Jones declined asking this Witness any questions.

Mason was not employed.

The boy Knight was there, but cannot say whether he was working.

Examined by Toner.

Heard that Toner had made the report.

Does not recollect whether he was employed at Mr. Jones's on the morning of the day when he was spoken to by Toner.

Has had no conversation with any one as to his evidence.

No gentleman of the office told him that he would be chequed.

Did not expect to be paid by the public, although he answered his call.

Helped to carry the paint to Mr. Jones's.

Toner declined to ask any further questions.

Believes *Toner*, when he called Mr. Jones a robber, alluded to painting the house, and nothing else.

The *Committee* then proceeded to Mr. Jones's house, and inspected the front and back sitting-rooms. They observed the state of the ceiling and paper in the back room, which they found injured apparently from the water of a closet above.

The *Committee* also observed the borders in the garden, and the carpet in the back room.

[Adjourned to Tuesday, 22 April 1845.]

Tuesday, 22 April 1845.

Thomas Knight.

Is an apprentice ; recollects being at Mr. Jones's at the beginning of the month of April ; was there three different days, about two hours each day.

Employed beading the doors. His three uncles were there during three days. The time was most part of the morning. Attended his calls regularly.

Examined by Mr. *Jones*.

Attended one evening after working hours, with the foreman ; is quite sure it was three mornings. Mason was not there when he was there.

Examined by *Toner*.

Thinks he heard something the day the report was made. His three uncles were there on that morning, both before and after breakfast.

Does not recollect any conversation either with Mr. or Mrs. Jones, or any gentleman of the department, and his uncles, after he had heard of the report.

His uncles had said nothing to him as to what he was to say.

Toner declined asking any further questions.

David Mason.

Is a painter ; was not at Mr. Jones's house painting at the beginning of this month.

William O'Neill.

Is a temporary clerk in the storekeeper's office. Refers to the call-book of the 1st, 2d, 3d, and 4th of April.

John Knight was not chequed on the 1st and 2d of April ; was chequed on the 3d April for a quarter of a day.

John Read, called in.

Is an established clerk in the storekeeper's office. Called the men from the 3d to the 9th April 1845.

Thinks John Knight attended his morning call at six o'clock on 3d April.

Is chequed from 9 to 12 o'clock on 3d April 1845.

Attended call except at nine o'clock.

(A.)
Evidence against
William Jones.

day. John Knight is also chequed at the six o'clock call for a quarter of a day on the 4th April. Attended other calls.

Was chequed in consequence of a message from Mr. Pringle.

Henry Knight is chequed for same periods, and under similar circumstances.

Thomas Knight, the apprentice, attended all his calls for the 1st, 2d, 3d, 4th, and 5th April.

Mr. Jones declined asking any questions.

Examined by *Toner*.

Mr. O'Neill, re-called.

Made the six o'clock call on Friday, 4th April.

Robert Pringle, called.

Is established clerk in the storekeeper's office. Recollects delivering a message to Mr. Read, the call clerk, respecting the chequing of John and Henry Knight; it was either on the 4th or 5th of April. Immediately he received the message, delivered it to Mr. Read. This was in the middle of the day, before 12 o'clock. The purport of the message was, that three men were to be chequed.

It is not unusual for men to be chequed in this way after call, when employed on the duties of packing, &c.

Examined by *Toner*.

Recollects the day he was called into the storekeeper's office to hear Toner's charges.

Believes it was after this that he received the message from Mr. Jones to cheque the Knights.

Has not known of any instance of painters being chequed after answering call.

Toner declined asking any further questions.

William Wells.

Is a foreman. Recollects the day of the report.

William Reed.

Is an office messenger. Does not recollect delivering any message to James Knight, the foreman, at the beginning of this month.

Mr. Jones and *Toner* declined asking questions.

Mr. Jones being called upon, declined offering, at this period, any observations.

WOOD.

Robert Clubb.

Is a labourer in the storekeeper's department. Recollects that since last July he has been in the habit of taking from the wood-yard a basket of wood to Mr. Jones's house; a bushel basket.

Took it every working morning. It was refuse wood, the same as used for the offices.

Was directed to take the wood by Mr. William Wells, the foreman.

Put the wood in an outhouse adjoining Mr. Jones's house.

Never took more than one basket each day; no one else took it if neglected by him.

During the cold weather of this winter filled a basket in addition of hard

Examined by *Toner*.

Recollects *Toner* speaking to him about the wood when he was taking it to Mr. Jones's house.

Toner said he was liable to be taken into custody for so taking the wood.

Wood was brought back from Mr. Jones's house in a low cart, by convicts; this was during the summer of 1844.

Toner declined asking any further questions.

Examined by *Committee*.

The wood so brought back was replaced in the yard.

It was hard wood.

Patrick Bryant.

Is a labourer in the storekeeper's department.

Recollects once during the winter taking a basket of hard wood to Mr. Jones's house. It was during the wet weather.

The servant told him to bring the wood. Does not recollect anything more.

Mr. Jones and *Toner* declined asking any questions.

Henry Brown.

Was servant to Mr. Jones, 10 months ago, for six weeks.

Has carried wood from the wood-yard several times to Mr. Jones's house.

This was at different times in the morning.

Got it from the wood-shed. Wells was present one morning.

Mr. Jones himself told him sometimes to take wood up. Did it in consequence of being told by Mr. Jones. The wood was both hard and soft.

Mr. Jones and *Toner* declined asking any questions.

Joseph Cheetham, Esq.

Is storekeeper.

Recollects nothing of any letter addressed by Captain Harrison or any other person, respecting wood taken to Mr. Jones's house.

By Mr. Jones.

Recollects during the last winter Mr. Jones speaking of the rain coming into his house, and he said he should, as long as that was the case, feel himself justified in taking wood for the purpose of warming his quarters.

Examined by *Toner*.

Wood is not on his charge until lotted for sale. The foreman is responsible for its safe custody.

William F. Wells.

Is timber converter and measurer, storekeeper's department, and in charge of the timber.

Knows that wood has been taken from the wood-yard to the deputy storekeeper's house for six or eight months past. The wood was refuse, fit to light fires; a basket daily.

Recollects a quantity of wood being brought back; two loads in a low cart, drawn by two horses. One driver employed to each duck-cart.

Probably about a cord of wood altogether. This was hard wood; refuse of oak slabs.

This happened, he believes, in the last autumn.

Mr. Jones desired him to send up some hard wood, and a few days afterwards sent for him and said he had sent more wood up than he (Mr. Jones) intended. He had better provide some means for getting it down again.

(A.)
Evidence against
William Jones.

(A.)
Evidence against
William Jones.

Mr. Jones gave directions to let Clubb have a small quantity, sufficient to light the fires each morning, and that was done.

Is not aware that Brown took any wood up. Does not recollect being present when Brown took wood.

It was not the practice until Mr. Jones spoke to take wood up to his house. The wood taken up was not on the storekeeper's charge.

Has kept no written account of the wood sent up.

Never mentioned having received Mr. Jones's orders to Mr. Cheetham.

Recollects some deals being sent to Mr. Jones's house; about six 6½ inch deals, 18 feet long. This was done by Mr. Jones's directions in January last.

These deals were returned on the following day or day after. Understood that these had been used for a temporary table. The deals were uninjured.

Fire-wood has been sent to Mr. Green's house by his desire; a small basket twice a week, for about two months. Mr. Green is the clerk of the storekeeper's office.

Considered Mr. Green's order sufficient to that extent. To no other person has any been sent.

He has had charge of the wood for four or five years.

Examined by Mr. Jones.

The wood taken in the morning was of the same description as that used at the offices for lighting fires.

Examined by Toner.

When he received orders from Mr. Jones to bring the wood back, he did not hear it was in consequence of a letter from Captain Harrison.

Prior to June 1844, has seen Wood taken to Mr. Jones's house by a man named Fabling, from the breaking-up yard, where carriages are broken up.

This was done in a wheelbarrow. Cannot say how often; but has seen this; but only occasionally.

Burbage has charge of that yard.

Has been ordered to send wood down to Mr. Jones's garden. It was taken in hand-carts by convicts. The garden is near the canal.

The wood was portions of slab to be used for bordering boards at the edges of walks; about 12 to 20 pieces, varying from 6 to 12 feet long, about four inches wide, were so sent. This wood was not converted on purpose. It was fir wood. It was refuse wood, being the outside slabs. Made no entries in his book.

Toner declined asking any further questions.

A letter was sent to Captain Harrison, R. A., requesting his attendance, by Toner's desire.

H. Burbage.

Is a labourer; has charge of the work in the breaking-up and sale yard. Knows that wood has been sent from the breaking-up yard to the deputy storekeeper's house. None has been sent this year, but, prior thereto, some has been sent occasionally in a basket or a small wheelbarrow for fire-wood. The wood was old condemned gun-carriages or shot boxes. Fabling has charge of the keys of the breaking-up yard; Goodwin is the foreman of the yard. Has seen Fabling take wood without his permission.

Mr. Jones declined asking any questions.

Examined by Toner.

Has seen Fabling twice in a day take wood. That was on a Saturday.

Toner declined asking any further questions.

Examined by *Toner*.

(A.)
Evidence against
William Jones.

Has observed wood passing his house, but does not know whether it went to Mr. Jones's or not.

John Fabling.

Is a labourer in the storekeeper's department; has charge of the breaking-up yard, and keeps the keys. Has taken wood from that yard to the deputy storekeeper's house, but not lately, for six or seven months; before that time, a barrow load about once a-week. It was old carriage wood, broken up. Took the wood by Mr. Jones's orders. The wood was not taken except in damp weather in the winter. Never took wood twice in one day. Does not remember that.

Mr. Jones declined asking any questions.

Examined by *Toner*.

Has taken wood for two or three years occasionally when it was ordered. None ever went in duck-carts.

Toner declined asking any further questions.

Examined by *Committee*.

Has taken wood occasionally to Mr. Green, the clerk, and to no one else; this was done by Mr. Green's orders. A barrow load at a time now and then. Has taken nothing to Mr. Green for a year or two.

Tuesday, 22 April 1845.

John Fabling, re-examined.

Has had charge of the sheds for 16 years. It has been a breaking-up yard since 1838.

Has taken wood to Mr. Jones's house for two or three years. It was broken-up carriages and shot boxes; a barrow load once or twice a-week. Mr. Green had it from the same period as Mr. Jones, but not so often.

Noah Pennal.

Is a leading carpenter. Reynolds has been occasionally up to Mr. Jones's house, by his leave, about a fortnight ago, and during all the past and present years.

No deals were sent up from his shop. Reynolds went up at Mr. Jones's desire. One chair has been brought in this year from Mr. Jones's house to be glued at the back. No wood was sent from the garden. Is not aware that Reynolds was employed repairing fences in the garden.

Mr. Jones declined asking any questions.

Examined by *Toner*.

Is not aware of any private work being done at the shop.

When Reynolds was absent from the shop, no report was made by him of his absence, because the time was so short. Gives a return of the work done.

Has never made any flower stands. Thinks the year before last he made two boxes for flowers to stand in a window. Believes by Mr. Jones's order.

These boxes were sent to Mr. Jones's house. The boxes would be worth, when finished, 1 s. 6 d. each. They were not painted. Never did any other

(A.)
Evidence against
William Jones.

Examined by *Committee*.

No carpenter has ever been employed by any other person in the Arsenal. Reynolds was ill. Toner here said he did not require him to be examined.

Toner did not wish to have Frazer examined.

Joseph Cheetham, Esq., called in.

Made no comment when Mr. Jones mentioned about taking the wood on account of his house being damp, thinking he did it on his own responsibility, and was not aware that any such practice existed, and considering he would do nothing to transgress the Board's orders. It was a mere casual conversation at his own office. Never sanctioned Mr. Jones's or Mr. Green's having wood at their houses from the store.

[Adjourned to 23 April 1845.]

Wednesday, 23 April 1845.

Mr. William Green.

Is second clerk in the storekeeper's office.

Admits that a basket full of chips has been brought once or twice a week for about 12 months to his house from Wells's yard. Came to reside in the Arsenal in 1836, and had refused wood to light his fires from that time, and had permission, on asking for it, from Mr. Stace, the then storekeeper.

Had refuse wood from the breaking-up shed previously to getting it from Wells's yard.

Has never asked permission from Mr. Cheetham; the wood was brought to his house in consequence of directions from himself.

Knew it came from both yards; it was brought by Fabling from the broken-up yards.

[Adjourned to 24 April 1845.]

Thursday, 24 April 1845.

Colonel Lacy, R. A.

Was present at a conversation with Mr. Cheetham respecting the safe keeping of the wood near the saw-mill, whether it would not be better to keep it at the wood yard, the blue stores; when Mr. Jones said, that if his house was damp he would not hesitate to take a basket or two of chips to dry the walls.

Colonel Lacy replied, "I would not do so."

Mr. Cheetham added, "No more would I."

The impression on the Colonel's mind was, that Mr. Jones's remarks were put hypothetically; and further, that it referred to the future rather than to the past.

Nothing took place to induce him to believe that it had ever been done.

EVIDENCE.—FOURTH CHARGE.

(A.)
Evidence against
William Jones.Tuesday, 22 April 1845.*Patrick Bryant.*

Is a labourer in the storekeeper's department. Attends at Mr. Jones's house at five o'clock in the morning; remains till a quarter before six, to attend his call.

After call, sometimes the foreman has sent him up to see whether the yard is clear; and the servants, if he has time, have asked him now and then to clean a few knives.

After breakfast call attends his work, and after dinner call also; during the dinner hour, attends at Mr. Jones's to do what is required.

This has been the case since September 1844, and has been generally on the public work for the greater part of the day. Has attended calls regularly. Has attended, previously to September 1844, to about the same extent. Has seen Waller also there.

Examined by *Mr. Jones.*

Was paid by Mrs. Jones for his own time.

Examined by *Toner.*

After breakfast call, in September last, has gone direct to Mr. Jones's yard, to sweep it. The yard is at the timber shed, and not at the house. The cows and pigs were kept there. Used a few bundles of reeds, which had been sent from the front of the junk house, when the reeds are stocked. Had reeds twice. The birch brooms used were got from Mr. Jones's yard; does not know whether they were public brooms. Forks and shovels were also taken from Mr. Jones's yard. Asked Murphy, the foreman, for the reeds; told him that Mr. Jones had desired him to get a few old reeds. Has seen convicts take old reeds up to the yard, and has taken a bundle of loose stuff himself. May occasionally have gone, after dinner, to Mr. Jones's house. When he did not go to Mr. Jones's, went to his work. Has received orders from Mr. Jones to get carts to take the muck away, or any nuisance, from both yards: this happened on a Saturday occasionally; sometimes four or six convicts came for this purpose with the carts. Waller had charge of the convicts. Waller is a labourer in the storekeeper's department. The muck was taken to the garden at the canal. Has been over to the garden, during the afternoon working hours, for celery. In summer he was once employed taking water from the Cadets' Green to the garden during working hours. The water was taken by artillery horses.

Prior to the police coming, he was not at liberty to leave the Arsenal when he liked.

Never went without a pass. Has gone out occasionally with a pass from Mr. Jones, but was back again immediately. Went on Mr. Jones's business to the carrier, near the Arsenal gate. Since Toner made the report, he has not been employed at Mr. Jones's house during the working hours.

Toner declined asking any further questions.

[Adjourned to 23d April 1845.]

Wednesday, 23 April 1845.

(A.)
Evidence against
William Jones.

five weeks came back to his duty, Mr. Jones getting a servant. Attended Mr. Jones by order of his foreman, Daniel Murphy. Has since the five weeks alluded to, gone with a gang of convicts, six men, about once in two or three weeks, to Mr. Jones's house to clear away dirt, and sweep the yard.

This generally took place on a Saturday. Also took away the manure from the cowhouse near the blue sheds in a cart with two horses. The manure, if fit, was removed by a cart with two horses to the garden dung heap; if not fit, it was put with the rubbish depository. There were six convicts, being under my superintendence. Had orders from his foreman (Murphy) to do this also. This practice has been going on up to the present time.

Mr. Jones declined asking any questions.

Examined by Toner.

He commenced this work about three or four years ago, that is the removal of the muck.

Has filled water carts with a gang of convicts (six), at the Cadets' Green. The carts were drawn by one horse, sometimes to the house, and sometimes to the garden. When the water was taken to the garden, it was then unloaded by this party, and put into the cistern.

During the five weeks he was employed at Mr. Jones's he had free liberty to go out at the gate without a pass. Mrs. Jones ordered him to go out, and the gate porter allowed him to pass on his saying so. The porter never made any scruple. He went on errands. Has taken Mr. Jones's butter out to sell. Amos and Robinson were the porters. The butter was taken to Mr. Hughes's, a butter-shop. Never was paid for his own time, not having been there at such periods.

Toner declined asking further questions.

Daniel Murphy.

Is foreman of labourers. Ordered Waller to attend Mr. Jones's house. Does not recollect when; about two or three years ago. Thinks he was employed about a month.

This was done by Mr. Jones's directions.

Only gave one order to Waller to attend at Mr. Jones's house. Gave orders to Waller to remove muck from Mr. Jones's house and cow-house, this was also done by Mr. Jones's desire.

These orders were given five or six years ago, and the practice has been continued, without fresh orders, to the present time. Has ordered Waller to fill water casks occasionally by Mr. Jones's directions. On these occasions applied to the chief foreman for horses and carts. Did not consider that whilst Waller was at Mr. Jones's, he (Waller) was under his control.

Examined by Mr. Jones.

Whenever an order was given by Mr. Jones it was accompanied by a condition they could be spared from the work without detriment to the service.

He alludes only to convicts going to remove the muck, and not to Waller.

Mr. Jones declined asking any further questions.

Examined by Toner.

Keeps a work-book. When Waller and the convicts were employed at Mr. Jones's, entered them as employed on the shot and shell duty.

Waller and four convicts were sent by the chief foreman, Amos, on Tuesday week, the 15th of April, to remove muck from Mr. Jones's premises, both at the house and cow-house. He himself saw Waller and the gang at work then.

Waller and the gang went about half-past six in the morning of Tuesday week. Waller and his (Murphy's) gang went to the muck-heap at the house.

last, the 19th April, to clean up the premises as usual; this was done by the chief foreman's order. No horses nor carts were used on this occasion.

Whilst Waller and the convicts were employed at Mr. Jones's on the 15th and 19th of April 1845, booked them as employed on shot and shell work. Has been in the habit of sending men, convicts, and carts to Mr. Jones's since he took charge of the shot and shells in 1838. Has ordered Waller and the convicts to go to the junk-house to fetch reeds for Mr. Jones's premises. This was done by Mr. Jones's orders.

Told the foreman, Brett, that he wanted the reeds for Mr. Jones's use. Brett made no scruple in delivering the reeds. Does not recollect sending Waller and the convicts for straw to Brett.

Toner declined asking any further questions.

Examined by *Committee*.

Has sent them for reeds about three or four times a year, since 1838. A low cart was loaded on these occasions; does not know the quantity; the reeds were in bundles.

Examined by *Mr. Jones*.

The reeds were cut in the swamp of the Arsenal, near the rocket shed.

Examined by *Committee*.

Never sent for reeds for any one else.

Bryant is under his directions as well as Waller. Bryant has attended at Mr. Jones's house by his directions. Has been there since he (Murphy) took charge of the shot and shells in 1838.

Has attended parts of days occasionally; Mr. Jones asking for him when he could be spared to keep the yard clean. Bryant attended part of every day when Waller was not there. Bryant attended his call, and booked him employed as stacking and removing shot and shells.

Bryant sometimes went direct from his calls to Mr. Jones's. If he did not go to Mr. Jones's, Bryant went to his work. The greater part of Bryant's time was at Mr. Jones's house. Bryant has not been to Mr. Jones's house since *Toner* made the report.

- Murphy takes orders from the chief foreman.

Has told the chief foreman that he had orders from Mr. Jones to send Bryant to Mr. Jones's house.

Some years ago Bryant was not so much at Mr. Jones's as lately. When the convict gangs were employed at Mr. Jones's, the public shovels, brooms, and barrows were used, which were taken up and brought back each time.

Never made any report of the employment of these men (including Bryant and Weller), either to Mr. Stace or Mr. Cheetham.

Has no knowledge of carts, men, or convicts being sent to other residences in the Arsenal than Mr. Jones's.

Mr. Jones declined asking any question.

Examined by *Toner*.

After Brown, Mr. Jones's servant, left, Bryant went occasionally between six and eight in the morning.

Went sometimes from 9 and 12; and the same from one, to the end of the day.

During the month of March, Bryant was there every day, but not all the day.

Had him during March more than half a day out of the six. When not at Mr. Jones's, was employed on shot and shells. Has seen him at work during the month of March. Has received orders for horses, carts, and convicts from Mrs. Jones personally, to send up to clean the premises.

Acted upon such orders, considering the first orders from Mr. Jones sufficient.

Had no orders from Mr. or Mrs. Nicholls, the daughter and son-in-law of

(A.)
Evidence against
William Jones.

(A.)
Evidence against
William Jones.

during the working hours of the morning. Bryant sweeps the lane to where the artillery horses stand, and the manure is taken to Mr. Jones's garden. It takes six months to accumulate a load.

Toner declines asking any further questions.

Robert Robinson.

Was porter at the gate from about October 1842 to July 1844, when the police took charge.

During the above period has observed Patrick Bryant go out frequently without a pass, by Mr. Jones's authority, giving a signal, or otherwise, on each occasion.

If Bryant had anything in his hand, as if from the house, he was not stopped.

Waller has been allowed to go out under similar circumstances. Waller and Bryant have passed out three or four times in a day.

Mr. Jones declined asking any questions.

Examined by Toner.

Sometimes Mrs. Jones gave orders to stop Bryant when he had got tipsy, or stopped longer than he ought. Mrs. Jones said he was not to be allowed to go out after that unless he had a basket, parcel, plate, or towel in his hand, to signify that he came from the house.

Has observed, during his service as porter at the gate, carts and horses to fetch articles for Mr. Jones's use; this has occurred once a week, or fortnight; he is not certain on this point.

Has seen labourers occasionally go with the carts, besides the artillery driver. Has seen Murphy, the foreman, go with them.

Toner declined asking any further questions.

Examined by Committee.

Has seen the carts return loaded and go towards Mr. Jones's house.

John Amos.

Was porter at the gate from 1841 to July 1844, and is now principal foreman, and has been so since 1st January 1845.

Never allowed Bryant to go without a pass, unless by a signal of the hand from Mr. Jones or Mrs. Jones, they having, on one occasion, said that he was not to pass without a pass or a signal.

Never allowed Waller to go without a pass, except during the time he was at Mr. Jones's house, and then in the same way as Bryant.

Gave orders on 15th April to Murphy to take away the muck from Mr. Jones's premises; this was by Mr. Jones's desire.

Murphy took a cart and two horses; the time employed was a quarter before seven till half-past seven in the morning.

Gave no orders on the 15th for going after breakfast.

Mr. Jones gave orders never to send convicts unless they could be spared.

On the 19th April gave orders to Murphy to send four convicts up to Mr. Jones's house to clean up the dirt; did this by Mr. Jones's directions.

Kept an account of the 15th and 19th April how the men were employed, and made a memorandum in his book.

Is aware that Murphy and his gang have been to Mr. Jones's on other occasions, but kept no account thereof, Murphy being responsible.

Brett and all foremen, labourers, and boys, are under his directions.

Is aware that Bryant has been to Mr. Jones's since 1st January 1845.

Mr. Jones declined asking any questions.

Examined by Toner.

Has seen a cart go out with Murphy and one labourer and an artillery driver.

(A.)
Evidence against
William Jones.

No entry of convicts or men, carts or horses, employed at Mr. Jones's house, previously to 15th April; because he had seen the military quarters in the Arsenal cleaned by military, he concluded that civilians were to clean those of the civil officers.

John Gallavin.

Is foreman of Office Storehouse; has charge of the birch brooms.

Has sent birch brooms to Mr. Jones's house, and by his orders. Has been foreman three years.

Has sent about six brooms every three months during the last three years. Has sent them to no other house. Waller has generally taken them. During March the last batch was sent. Bryant has said they were wanted, but does not recollect he (Bryant) ever took any. Has entered the brooms sent to Mr. Jones's, as expended for use of the works.

Mr. Jones declined asking any questions.

Examined by *Toner.*

Never acquainted the storekeeper. Never sent anything else from his store to Mr. Jones's. Recollects sending rags (old sheets) to Mr. Jones's house for cleaning windows, and by Mr. Jones's orders. The rags have been sent once in two years. Made an entry as expended. Did not acquaint the storekeeper. Receives old sheets by weight. Never altered an order received from the office.

William Field and James Willson, labourers, under my orders, have been employed taking a water cart of soft water for washing to Mr. Jones's house. Bryant has come to him, and sometimes Sydes, the chief foreman, has ordered him to do so.

John Gallavin, recalled.

Took about 10 lbs. of rags each time; this was about once in two years. Never recollects these men being away for half a day, filling water for the garden.

Toner declined asking any questions.

Examined by *Committee.*

The water was frequently taken up in dry or frosty weather, about once a fortnight.

Thomas Brett.

Is a foreman at the junk-house, and has been so since 1838. There are reeds under his charge at the junk-house.

Has delivered unserviceable reeds for Mr. Jones's use, and by his orders. Has done so about twice. Bryant came for them once, and Waller once. The reeds were taken away in a cart. Has delivered straw to Bryant two or three times. The straw was sweepings, and not of much use.

The straw was made up into bundles of about 40 lbs. each, and was taken away by hand and not by carts.

The straw was delivered by Mr. Jones's orders. The reeds were on charge, and entered as expended. Straw not on charge. Never told the storekeeper or chief foreman that reeds and straw had been sent to Mr. Jones's, and has no reason to believe that they knew it.

Examined by *Mr. Jones.*

If the reeds and straw had not been sent to Mr. Jones, they would have been thrown on the dunghill when fresh straw came on.

Examined by *Toner.*

(A.)
Evidence against
William Jones.

Has sent them into the garden before breakfast. Did no public work before they went in. Has had one convict constantly employed in the garden for about 12 months, and that with the knowledge of Mr. Jones, and sometimes more. Three or four partly every summer since 1838. The garden has generally had a convict in it, and with the knowledge of Mr. Jones. Has been employed during working hours in the garden, picking apples, gooseberries and currants.

Has brought up things from the garden to the house. Recollects a labourer of the name of Wain was also employed in the garden during public hours. Has seen him there before breakfast, during public hours. Has seen him stop in after hours. Wain was under his charge. Wain used to go into the gardens for two hours before breakfast when so employed. Never booked him as gardening for Mr. Jones. Does not recollect Forrester being employed at the garden. Recollects no other man, except Wain and the prisoner.

Has seen carpenters employed there about 12 months ago. Reynolds was so employed. Never saw Chandler. Has seen Mr. Pennal, the acting carpenter, there, when Reynolds was working there. Does not recollect Wisdom, the labourer, being there. Has seen painters there a year or two ago. Has seen two painters; Brown, now dead, and Knight the tall painter. Has seen the master painter, Knight, at the garden during working hours, about a year or two ago. The painters were employed tarring the fence. Has brought straw from the dunghill into the store. Has taken rubbish straw from the store, and put it on Mr. Jones's dunghill. Recollects last summer hay being taken by prisoners, after being cut by the engineer prisoners, and put into the junk-house store. Did not assist to do this. Mr. Jones gave orders to receive it into his store. Thinks it was done by his convict gang, and probably assisted by the engineer gang. There might be about a cart load, and it was eaten by Mr. Jones's calf. Does not recollect any part of the hay being removed, except two bundles by either Bryant or Waller.

Mr. Jones bought some hay.

Toner declined asking any further questions.

Wednesday, 24 April 1845.

Samuel E. Freeman, Examined.

Is inspector of police in the Arsenal.

Bryant has frequently gone out with a pass from Mr. Jones, and not from anybody else.

This has continued from July 1844 to the present time.

There have been days when he has gone out more than once.

Robert Hill, Examined.

Is a police constable, 184 R, for the Royal Arsenal.

Has principally been at the gate since July 1844 to this time.

Knows Bryant, the labourer. At times he has been allowed to pass without a written order, under the impression that he was Mr. Jones's servant; this was during working hours.

Found, about November 1844, that Bryant was a labourer in the works; after that he was not let out without a pass, which was always from Mr. Jones.

Bryant went out four or five, and sometimes six times a day; on such occasions always produced a written pass.

This has continued until within the last week or ten days.

Has seen Murnhy go out with a cart and horses: and has seen the cart

autumn; and on the following day a duck cart was employed in removing flower-pots.

A gang of convicts and two labourers were employed in unloading the carts at the storehouse.

Has noticed prisoners, and on one occasion Bryant, shaking carpets in front of Mr. Jones's house.

(A.)
Evidence against
William Jones.

Examined by Mr. Jones.

Has seen other carpets shaken besides Mr. Jones's by prisoners.

Patrick Burke, Examined.

Is a police constable, 310 R, in the Royal Arsenal.

Has observed a man, named Bryant, since January last, attending pigs and cows belonging to Mr. Jones; this was constantly during his daily rounds, in working hours, and at other times out of working hours.

Examined by Toner.

Has seen Bryant unlock the gate where the public wood is kept, and the place where the cows and pigs belonging to Mr. Jones are housed; this was after working hours; this has occurred frequently.

Noah Pennal, Examined.

Is a carpenter, and has two men under him.

Is certain that he never was at Mr. Jones's garden when Reynolds was working there.

John Sydes, Examined.

Is foreman of labourers.

Has given orders to Field and Willson to take soft water to Mr. Jones's house. Received directions from Bryant, having mentioned Mr. Jones's name, and considered his orders sufficient; this has occurred during the dry weather; the men would be generally away an hour, more or less.

Examined by Toner.

Recollects sending labourers with carts and horses to the Marshes, to bring in hay; this occurred three times at the most during last summer.

Three labourers were sent, and he accompanied them.

All this was done by Mr. Jones's directions, to fetch his hay from the Range Marsh; the hay was in trusses, taken from the stack.

Each journey would take an hour and a half.

Has sent two men with wheelbarrows to fetch middlings (pigs' food) from the town to Mr. Jones's house; accompanied them once.

Has sent Murphy and one labourer with a horse and cart for middlings; has never sent more than three times; had his orders from Mr. Jones.

Examined by Committee.

Has booked all these transactions as if the men were employed at the shot pile.

James Knight, Examined.

Is foreman of painters.

Was at Mr. Jones's garden more than a twelvemonth ago, with John and Henry Knight, tarring the fences; this was by Mr. Jones's orders.

About a day and a half would include all the time they were employed; the boy was not there.

The tar used was coal tar, and took it from the store.

Used nearly 15 cwt.

(A.)
Evidence against
William Jones.

Examined by *Toner*.

Mason was not employed at the garden.

Mason has been employed at Mr. Jones's house painting, and during public hours.

He painted a verandah at the back of the house; this was last year; but is not certain.

Himself, and John and Henry Knight were assisting; thinks the boy was not there.

Green paint was used, taken from store; about 10 lb. or 12 lb.; it was verdigris paint.

All done by Mr. Jones's orders.

All were employed about two days, excepting himself, who was backwards and forwards.

The men attended call regularly.

The labour was entered in his work-book as on account of the Public; men not chequed.

Examined by *Mr. Jones*.

The public suffered no inconvenience by doing the work at Mr. Jones's house.

Edward Millard, Examined.

Was formerly a labourer in the Engineer Department at this station.

Recollects hay being taken last summer from the front of the butt to the junk-house; it was taken by convicts.

The quantity was about three or four trusses; fit for cattle to lie on.

The hay was left, not being fit to go into the stack; in short, it was waste.

Examined by *Toner*.

Mr. Jones asked what he was going to do with it, and he said he had no time to take it away; then Mr. Jones said, It may as well be given to me.

If he had not given it, it would have gone to the waste.

It was not fit for a cow or a calf to eat; it being quite rotten.

This never occurred but once during his charge of five years.

Never made any little stacks up on purpose to be sent to the junk-house, and never received any money for that purpose.

Examined by *Committee*.

Is quite positive the hay was rotten.

William Forrester, Examined.

Is a labourer, and pensioner of Royal Artillery; has been employed a few hours, at different times, in Mr. Jones's garden, during public hours.

Has not been there during the last two years; supposes six hours would cover the whole.

Examined by *Toner*.

Never attended there regularly; never made any mats for Mr. Jones, but has seen mats made, but did not know for whom; the maker is now dead; his name was John Masters. The mats were made, he understood, for the office.

Daniel Langridge.

Examined by *Toner*.

Other men besides Masters have made mats ; any mats so made were for the use of the office ; Mr. Jones ordered him to make the mats.

Never saw them at any other place than at the office ; never made a mat for Jones's house.

If Mrs. Jones gave an order for mats, would not act upon it.

(A.)
Evidence against
William Jones.

EVIDENCE ON FIFTH CHARGE.

George Burbridge, Examined.

Is a labourer ; has worked in Mr. Jones's garden ; worked there part of four or five days, for four or five hours each day ; one day only two hours ; this was lately ; attended call, and not chequed.

Mr. Jones asked me to fork up the borders.

No question asked by Mr. *Jones* or *Toner*.

Joseph Wright, Examined.

Is foreman of harness store. Is aware that Burbridge attended at Mr. Jones's for four or five days, for a few hours each day ; Mr. Jones sent for Burbridge. Booked as employed in packing, &c. in the usual work.

Examined by *Toner*.

Mr. Jones has had no conversation with him on this subject ; never spoke to Mr. Jones yesterday respecting Burbridge.

Toner declined asking any further questions.

Examined by Mr. *Jones*.

No inconvenience to the public service arose from Burbridge's employment.

Robert Wilkie, called.

Is a labourer. In 1843 and 1844 has gone direct, but very seldom, from his calls to Mr. Jones's house ; always after dinner calls ; never after morning calls ; went by Mr. Jones's order. Never was at Mr. Jones's for a day or two together. Sometimes came in dressed after the dinner call to be ready to attend parties at Mr. Jones's house.

Thinks about twice a year. Sometimes went the day after a party to assist in clearing up ; then went after breakfast call ; remained to about 11 o'clock ; sometimes not so long. Remembers being chequed about a year ago for a quarter of a day. Dillon, a labourer in the works, gave him the money for the time he was so chequed. Mr. O'Neill told him to get the money from Dillon. Is not aware of persons being sent to do his work while at Mr. Jones's.

Mr. *Jones* declined asking any questions.

Examined by *Toner*.

Never was there before breakfast. Does not recollect going the day before the party ; is almost certain of this ; and never was employed in any other way for Mr. Jones.

John Cope, called.

Is coxswain and foreman. Robert Wilkie is one of his gang. Wilkie has

(A.)
Evidence against
William Jones.

was absent. Cannot recollect ever receiving Mr. Jones's orders for Wilkie to be absent.

Mr. Jones declined asking any questions.

Examined by *Toner*.

Never recollects applying to Lyder, the chief foreman, for a man in consequence of Wilkie's absence at Mr. Jones's house. Wilkie has never been away from his work for two, or three, or four days together. Mr. Jones has never spoken to him about Wilkie since *Toner's* report. Never heard of Dillon's giving half a day's pay to Wilkie for his absence.

Toner declined asking any further questions.

William O'Neill, called.

Is temporary clerk in storekeeper's office. Robert Wilkie was not chequed in February 1844, nor Dillon. Recollects telling Wilkie to get half a day's pay from Dillon, who had been paid for a whole day, Wilkie having been chequed for half a day on 27th January 1844; Wilkie having told the call-clerk that he had been chequed improperly.

John F. H. Read, called.

Is established clerk in the storekeeper's office. Wilkie was chequed half a day for Saturday, 27th January 1844. Does not recollect that Wilkie had been improperly chequed, but recollects Dillon having to transfer half a day's pay to some one.

Examined by Mr. Jones.

Does not recollect Wilkie being chequed for being at Mr. Jones's house.

No question put by *Toner*.

Robert Wilkie, re-called.

Cannot recollect where he was when chequed for the half day. Never recollects Mr. Jones giving a party on a Saturday. Was properly chequed for the half day, not having attended to his call.

Examined by *Toner*.

Does not recollect what observation Dillon made when he gave him the money, but gave it very reluctantly.

Thomas Waller, Examined.

Is a labourer in the storekeeper's office. Cannot recollect why Dillon gave up half a day's pay.

Toner declined to put any question.

Bartholomew Lawler, Examined.

Is a labourer in the storekeeper's office. Has heard Dillon say the reason why he gave up half a day's pay to Wilkie, and has heard Wilkie complain of being chequed half a day when he was in Mr. Jones's employ.

Dillon said he would not give it up, Wilkie having no more right to the

EVIDENCE ON SIXTH CHARGE.

(A.)
Evidence against
William Jones.

Friday, 25 April 1845.

All present.

William Wallace, called.

Is a labourer in the storekeeper's department; employed in the oil store John Stockey being his foreman, and belongs to the boat crew.

In the summer of 1843 was out in the boat with Cope, three or four times during the season, shrimping; went out according to the tide, at the flow about on an average one hour each, besides the time going and returning; the boat was off the wharf. If the tide suited in the morning, it would not do so in the afternoon. Boniface was never with him, and no one else. It was not less than three or four times in 1843. Has been out in 1844, about the same number of times as in 1843, with Cope, and for the purpose of shrimping. No one else there with Cope.

Never was out twice a day in 1844. Took a net with them.

Would sometimes take a pint of shrimps, or it might be a quart, to Mr. Jones's office, for the purpose of fishing, as he understood. Caught on an average about a gallon.

Mr. Jones never gave directions for him to go, but took his order from Cope.

Attended call regularly, and never chequed on these occasions.

Examined by *Mr. Jones*.

Never remained in the boat during the whole time the nets were in the water but sometimes went out before dinner, and after dinner, and took it up again.

Examined by *Committee*.

Never out longer than the time before stated. As soon as the shrimps were caught, returned to his work.

After putting the net down, and if returned to the shore, went to work again; this was generally the case.

Has taken a few shrimps home himself by permission of Cope, after supplying those taken to the office for Mr. Jones.

Examined by *Toner*.

Only took one boat out.

Left the boat as well as the net in the stream. Might on one occasion have remained in the boat two or three hours; when remained so long, brought the net back with them.

When they did not stop, got on shore by hailing a boat, sometimes one from the wharf; never remembered the Ordnance boat being used.

Sails boat occasionally.

Sentries never made any objection to their landing.

Never recollects being left alone in the boat: Cope never fetched him when he had been shrimping.

The boy Wain was never with them; the boy Wain has assisted in carrying the net from the boat when they landed. Does not recollect carrying it down. Does not remember taking passengers off this wharf to a steam-boat, but on one occasion has brought passengers on shore: there might be luggage. Does not know who the parties were

(A.)
Evidence against
William Jones.

Richard Bonniface, examined.

Is a labourer in the storekeeper's office, and attached to the boat's crew. Goodwin is his foreman, Cope being coxswain of the boat.

Has been out shrimping in 1843 and 1844 with the boat with Cope alone. In the seasons of 1843, nine or ten times, and in 1844, about four or five times.

Has taken about an hour for such occasions. Left the boat in the stream and got ashore by any casual boat.

Never went out twice in a day to put the net down.

Mr. Cope always took the shrimps. Generally caught about two quarts on the average. Went out by Mr. Cope's orders.

Attended call regularly and was not chequed.

Might occasionally have been out two days in the week. Sentries never made any objection to their landing. Never recollects being left alone in the boat.

Mr. Jones declined asking any question.

Examined by *Toner*.

Mrs. Jones was never taken in the boat by herself.

Has been occasionally at Mr. Jones's house during public hours.

On one occasion water-washed the passage, afterwards white-washed it.

Never did any bricklaying work there.

But one occasion was employed in replacing bricks torn up by a sow in the pig-sty; about half an hour was the time taken.

Never put tiles on the pig-sty. Has clipped wool off sponge heads by order of Goodwin, his foreman. This was at the storehouse during public hours. The wool was taken to the junk-house, Brett's store.

Never took any to the collar-maker's shop.

Examined by *Committee*.

The sponge heads were unserviceable. Unserviceable sponge heads are usually sent to the Lot Yard for sale; they are generally unclipped when sent to the Lot Yard; and it is not usual to clip sponge heads before they go there.

Examined by *Toner*.

Never clipped sponge heads before survey.

John Cope, called.

Is foreman and coxswain; has been out in the boat shrimping, sometimes with Bonniface and at other times with Wallace; was out in 1843 and 1844. About eight or ten times each year. Went out into the stream opposite the wharf.

Occupied about an hour each time.

Took from three quarts to a gallon each time.

Has sent the whole of the shrimps when they had a small quantity to Mr. Jones's house. When there was a large quantity had a few himself; gave some to Wallace, Bonniface, and others, and then sent about two quarts to Mr. Jones's house.

Was ordered to go shrimping by Mr. Jones. Never had more than one man at a time.

The same applies to the summer of 1844; went out from August to September in each summer, and not sooner than August.

Sentries never made any objection to their landing. Usually left the boat behind, and got ashore as they could in any passing boat.

Examined by Toner.

(A.)

Evidence against
William Jones.

Has on one occasion been with the boat to meet a packet. Had then four men; had waited about an hour and brought one gentleman on shore with luggage. Did not know him.

Never received any money on that occasion; the passenger was from a Scotch steamer.

Never went before the month of August for the purpose of shrimping.

Wallace was once left in the boat, and he might have been there a couple of hours. Boniface was never left.

John Masters, labourer, storekeeper's department, gave him the net inside the Arsenal, and not in the sea store.

Does not know whether the net is public or private property, but when brought ashore is hung up in the storehouse.

Did not understand that the net belonged to Masters, but to Mr. Jones.

The net never wanted mending; has tied up two or three meshes at a time; got the twine out of his own public store.

No labourer belonging to the department ever repaired the net; nor a convict that he knew of.

Has only one net at present, and never used more than one.

Once a labourer by his directions cleaned his shoes, never boots.

Daniel Langridge, Examined.

Is a foreman of the sea store, and has been so since 1823. Had a man of the name of Masters in his store.

Several nets made in sea store, some with spun yarn, others with marline, used for packing up stores. Never knew shrimping nets to be made, but has had them repaired several times.

They were repaired by the order of Mr. Jones. Did not know whether they belonged to him; in fact, does not know the owner to this time.

Understood the nets were for the use of the public department. Had charge of the store, but not of the nets.

Sometimes the net has been brought to be repaired by Cope, at other times by labourers. Has seen Masters commence making a fishing net.

Never reported Masters for making the net. Cope came up and superintended the making of the shrimping net.

Does not consider the making of a fishing net by one of his labourers a proper employment during public hours.

Considered Mr. Jones's orders for repairing the net sufficient for the making of a net by Masters.

Masters told him Mr. Jones had ordered him to make the net. Masters may have been employed a week on it at different times, in the sea storehouse, and expects he was paid by the public during that time; also when repairing the net.

Thought the repairing occupied sometimes an hour, sometimes half a one.

The net was made with twine brought by Masters, which was the same as was used in the storehouse.

Since Masters's death, four or five years ago, the net had been brought to be repaired, but was taken away unrepaired, because he had no one capable of doing it. Does not know who did repair it, or who took it away.

A net was once brought into the store, and afterwards taken to Mr. Jones's office.

Has seen Forrester assist Masters in making the net. Gave him no orders to do so. Does not know who gave them.

Considered Mr. Jones's orders from Masters to make the net sufficient for him to allow Forrester's employment thereon.

Forrester has been ordered by Mr. Jones to go from the storehouse, but does not know where, sometimes for half a day, sometimes for more. Has been away a whole day, and by Mr. Jones's orders. He has been absent sometimes parts of one or two days in the week. Has been under his charge six or seven years.

(A.)
Evidence against
William Jones.

William Duelly, Examined.

Is a labourer in the sea storehouse.
Never assisted in making or repairing a fishing net. Has seen one repaired by Masters, but by no one else.

William Forrester, Examined.

Is a labourer in the sea storehouse. Never assisted Masters in making a net. Never saw any one assist Masters.
Has never been absent a whole day on Mr. Jones's work.

Thomas Goodwin, Examined.

Is foreman of carriages and survey room.
Received returned sponges for survey; those condemned are sent to the lotting yard. They have been clipped, but some years back; had directions to do so from Mr. Jones.
The clippings were sent by him to the junk-house.
The quantity was in two sacks nearly full.
Has no recollection of any similar occurrence.

Examined by Toner.

Previous to a survey, there was no clipping. It is not always usual to clip the sponge heads before they are sent to the lotting yard.

Thomas Brett, Examined.

Is foreman of the junk-house.
Recollects two sacks full of clippings from sponge heads coming to him to be cleaned and picked, which was done. Does not know who ordered it.
The clippings were taken to the collar-makers.
Was employed on the job about a day, with six or eight convicts.
This took place about a year ago.

John Boyter, Examined.

Is master collar-maker, and has been so three years. Never received two sacks of clippings of sponge heads from junk-house.
Recollects Dawson and Hopwood (both since dead) being employed at the chapel two or three days, repairing the cushion. They were nearly a week at the job.
Does not recollect a mattress being made at the collar-maker's shop, from clippings of sponge heads.

John Stockey, Examined.

Is foreman of the oil store; has been so for 20 years.
Never sent any oil during that period to Mr. Jones's house, and was not aware of any going there.
Never sent any; has no reason to think any was taken; it could have been taken.

Saturday, 26 April 1845.

John Cope, Re-examined.

THINKS Masters made the net. Did not supply him with the materials. Has twine under his charge, but is quite certain he did not supply it to make the net.

Has seen Masters making the net in the sea storehouse; believes it was both

Daniel Murphy, Examined.

(A.)
Evidence against
William Jones.

Is oreman of labourers. While at the junk-house never received clipping, but has sponges.

The prisoners cut off the heads of the staves or ropes.

To his knowledge no article was made from the wool of the sponge.

No mattresses were ever made. Woodcock was there. Mattresses could not be made without his knowledge.

Has seen wool clipped off the sponge heads by Woodcock.

This was eight years ago.

Understood it was by Mr. Jones's directions, Woodcock being under him.

Does not know what became of the wool.

Examined by Toner.

Did not book Woodcock's work while employed on the clipping.

EVIDENCE ON THE SEVENTH CHARGE.

BATH AND CARPET.

Saturday, 25 April 1845.

BATH.

John Ashdown, Examined.

Is a cooper in the storekeeper's department.

Once made a bath ; thinks it was in 1844.

It was made of Quebec staves belonging to the public.

It took about six staves, with an inch and a quarter iron hooping belonging to the public. The iron weighed 28 lbs.

It was begun in November 1843 and finished in 1844 ; the time consumed was two days and a half.

Mr. Jones gave directions to make the bath.

Buck, a labourer, assisted in making the bath, but his labour, which he considers half a day, is included in the two days and a half as before stated.

When the bath was finished it was taken by a labourer, named Clase, from the cooper's shop to the harness store. Gave Clase orders to take it there. The bath is worth about 2 l. 6 s. as it left his shop. It was made according to the pattern of an old one landed on the wharf.

Thinks Mr. Jones said, on giving him the order, that it would be a handy thing for the works, but cannot say exactly.

Mr. Jones saw occasionally the progress of making the bath.

Mr. Jones declined asking questions.

Examined by Toner.

Mr. Jones never told him to send it to his house when finished ; Mr. Jones told him to send it to the store.

Did not consider for whose use it was made ; never made a similar one.

Keeps a daily work-book.

Examined by Committee.

Not told not to put it in his book ; no notice whatever appears in the work-book respecting the bath.

Thinks it was an unusual thing to omit all mention of such a work

(A.)
Evidence against
William Jones.

Did not enter it because he did not know whether he should be doing right or wrong in so doing.

Thought Mr. Cheetham might say he had done wrong; and he might not approve of it.

He usually receives orders from Mr. Jones, and the storekeeper has always approved of them.

Thinks the bath was made for the department; thinks Mr. Jones and Mr. Cheetham might have had words about it, if the latter knew of it.

Has no doubt but that the bath was made for the department. Still thinks Mr. Cheetham would have disapproved of it. He might have said there was no necessity for it.

The bath was never concealed. Mr. Cheetham has gone occasionally into his workshop.

Thinks Mr. Cheetham did not see it: it was not hid; thinks Mr. Cheetham might think it wrong, as it was not a thing used in the works.

Had no suspicion it was for private purposes, or going anywhere but to the store; thinks Mr. Cheetham might have censured him for making it; although he believed it was for the store; never was censured by Mr. Cheetham for making articles for store.

Thought he might have been censured because he (Mr. Cheetham) might think it did not belong to public works.

Clare was constantly with him during the making of the bath.

Had his suspicions or doubts, or something about it.

Thought it was more for a gentleman than a poor man.

Clare and he might have thought it was a private job; and it was on this account he thought Mr. Cheetham would censure him; and that was the reason it was not entered in his book.

Examined by *Toner*.

Never heard Mr. Jones say it was for his private use.

Examined by the *Committee*.

The pattern bath was brought by Toner and convicts. The bath was made larger, as he thought the hoops would not bind on.

Told the foreman of the iron-yard that he wanted hoops, and that Mr. Jones had sent for them.

Has performed other private work since he has been in the department, during the public hours.

Has made a mash-tub for Mr. Jones, and by his orders.

This took place about seven or eight years ago; and it was made out of public materials, but during private hours, and was paid for the time by Mr. Jones. Did not book the materials.

The tub would hold 80 or 90 gallons. It was made during the time we were working five days in the week.

The materials were worth 1*l*. Mr. Jones paid him 4*s*. 6*d*. a day for about three or four days.

Has headed ale casks for Mr. Jones during public hours, and by his orders.

Has repaired washing-tubs and pails occasionally during public hours; did these jobs by Mr. Jones's orders, and for his house.

Did not book any of these transactions.

Never made any casks, tubs, or pails.

Once made a piggin from public materials.

Never made a cooler, but has cut casks.

Examined by *Toner*.

Never made a cooler, but has cut casks. Never anything else connected with brewing, except the mash-tub.

Examined by *Committee*.

Did not think it was made for Mr. Cheetham's use. Does not think it was made for Mr. Pellatt's use, whom he considers to be an officer.

He thought it was made for Mr. Jones's use, because he gave the orders, and therefore thought Mr. Cheetham would disapprove of it; and that was the reason why no entry was made of it in his books.

(A.)
Evidence against
William Jones.

Examined by *Toner*.

It was about the month of May or June the bath was sent from the shop to the store. It was not painted when it went from him.

Toner declined asking any further questions.

Stephen Clare, Examined.

Is a labourer in the storekeeper's department.

Never assisted Ashdown in making a bath; has helped to turn it over.

Recollects wheeling the bath away from the coopers' shop to the harness store; this was last year.

The bath was not then painted.

Took it to the door of the storehouse, and saw it hove up outside to the top floor.

Never took that or any other bath to Mr. Jones's house at any time.

Ashdown ordered him to take it to the storehouse.

Has heard Ashdown say that Mr. Jones thought it would be very handy for the use of the men.

Mr. *Jones* declined asking questions.

Examined by *Toner*.

Never heard who the bath was for.

The general impression in the shop was, that it was for the use of the men.

Since the Report was made, has had no conversation with Mr. Jones, or any of his family, as to what he was to say here; has had no conversation with Ashdown as to the evidence they should give.

Examined by *Committee*.

Has been here 32 years; has known a man fall over the wharf; Bell, the chief foreman.

Examined by *Toner*.

Once took a wash-tub to Mr. Jones's house, which had been re-bottomed at the coopers' shop. Never took a new washing-tub up.

Has never been to the house to work during public hours.

Toner declined asking any further questions.

Joseph Wright, Examined.

Is foreman of the harness-room.

Received a bath into his store about five or six months ago; does not know who brought it. It was not then painted, but has been so since.

It has never been out of his store.

About two months ago Mr. Jones told him that it was for the use of the sick men in the department.

Books the stores received, but did not book the bath.

It not being on charge, did not book it.

It was never inspected, although it was usual to have all stores inspected.

During some temporary absence it was painted, but does not know by whom. It has remained in the same bay ever since it came there.

Mr. Cheetham first saw it about a month ago; thinks it was before *Toner's* report; it was a few days before or after.

Mr. Cheetham asked who the bath belonged to; told him what Mr. Jones had said, that it was made for the use of the department.

Thinks that was the first time Mr. Cheetham had seen it. Thinks it was on

(A.)
Evidence against
William Jones.

Examined by *Toner*.

Thinks it was two months or more since he noticed the bath to have been painted.

Has private baggage in the store where the bath is.

Has not received any orders since Colonel Frayer's affair to exercise greater vigilance about baggage.

William Wells, Examined.

Is a timber converter.

Was walking one day, about two years ago, and saw on the wharf a bath which had been landed from a vessel.

Mr. Jones observed the bath, and said it would be a very good thing to have for the people in the department, as they could always have it by making proper application. Mr. Jones said, "I must see about having one made."

Examined by *Toner*.

Has had no other conversation with Mr. Jones on this subject.

Joseph Cheetham, Esq., Examined.

First saw the bath after Toner's report. Had no knowledge of such a thing being here until that time.

Never noticed the bath whilst passing through the storehouse.

It is quite unusual to have such an article without its being on charge.

Wright told him it was for the use of the men.

It is quite unusual for the cooper to make an article without its being brought on charge.

Does not recollect disapproving of any order given by Mr. Jones to the cooper; he usually directing the work.

The bath is not on charge yet.

All articles made are brought on charge when completed.

Examined by *Toner*.

Does not recollect Toner's applying for permission to see if the bath was there.

James Knight, Examined.

Is foreman of painters.

Thomas Knight, the boy, painted the bath; it took about a quarter of a day.

It was about 12 months ago, in the storehouse where it now is.

It was painted with public materials, worth about 1s. Only saw it at the coopers' shop and the store. The bath when painted was placed in the same place it is now.

Ashdown told him it was painted by Mr. Jones's order. Did not say for whom it was to be painted; or whether it was private or public property.

Had heard Ashdown say that Mr. Jones had said it was for use of the people of the department.

Monday, 28 April 1845.

James Knight, Examination continued.

No entry made in his work-book that the bath had been painted.
If it was public work it would have been inserted.

Examined by *Toner*.

Mr. Jones did not give him orders to paint the bath

Thinks the second coat was done about six months ago; the first about 12 months.

Has seen the bath since Toner's report.

(A.)

Evidence against
William Jones.

Stephen Clare, Re-examined.

Took the bath from the coopers' shop by the south side of the grand store-house; that was the direct and nearest way to the harness store.

Examined by *Toner*.

Thinks he went close past the iron yard gate. Does not recollect if he passed a sentry on his way.

After passing the iron yard gate turned close round to the right; past the collar-makers' shop, and saw the bath hove up by slings to the top of the harness store.

Thomas Knight, Examined.

Is an apprentice to the master painter.

Recollects painting a bath in the harness store. It was on 6th July 1844; gave it a coat outside.

On 28th August last, painted the inside.

Entered these transactions in his work-book.

Never painted the bath before or since.

It was quite new when he painted it.

Monday, 28 April 1845.

CARPET.

John Boyter, Examined.

Is master collar-maker.

Received on 1st April last a carpet belonging to Mr. Jones, who directed that it should be altered to fit another room; the old one was brought down as a pattern.

Mann did the work by Mr. Jones's orders; and directed, at the time, he should be chequed for the period he was employed.

Mann was employed three quarters of one day, and a quarter of another; and he was chequed one day altogether.

No public material used.

Wood, the collar-maker, was not employed about the carpet.

Mann was entered in his work-book as absent from public duty.

[*N.B.*—The Committee examined the work-book and observed that the entries had been written on an erasure.]

Thinks Burbridge wheeled the carpet back to Mr. Jones's house from the store.

Examined by *Toner*.

Never received orders to alter his book.

Mann was not part of a third day employed on the carpet.

The absences of *Mann* were not inserted in the book after *Toner's* report.

The carpet went from the store before *Toner's* report; first heard of the report on the *Saturday* morning.

Never altered any other carpet for Mr. Jones's house.

Robert Mann, Examined.

Is a collar-maker in the storekeeper's department. Recollects altering a

(A.)
Evidence against
William Jones

Was employed on two different days, and at no other time ; but is no positive. Might have gone to the house on another day.
Did not put the carpet down ; does not know who did.
Was chequed a day ; and received the day's pay from Mr. Jones.
No public material used.
Is paid 4 s. 1 d. a day ; and received that from Mr. Jones.
When Mr. Jones first gave him the orders, he said he was to be chequed.
No other man employed with him.
The carpet was returned to Mr. Jones's house before he heard of Toner's report. This was either on the Friday or Saturday. The work was done publicly.

Examined by *Toner*.

Answered his call whilst employed on the carpet.
Reynolds, the carpenter, gave him the 4 s. 1 d. outside the Arsenal gate on the Saturday, the 5th, as he was going home.
Has packed up private furniture in the store ; believes it was Mr. Jones's ; this might be a year ago ; was directed to do it by Boyter.
Some public twine was used ; and it was done in the baggage store, which is over the harness store.
Was employed two or three hours ; and was not chequed whilst so employed.
Has also put a tick to a mattress. Mr. Jones ordered him to do it.
The flock was changed from an old to a new mattress ; the tick having been made up by his wife.

By *Committee*.

It took him half a day ; and was chequed half a day.
The flock he took from one mattress was put into the other ; the flock was sent from the baggage store to the hair pickers at the junk-house, to be picked ; and it came back picked.
There was only one mattress.
This took place about 12 months ago. Mr. Jones paid him at the time for his half day.

Examined by *Toner*.

Attended his calls whilst employed at the mattress ; expected to be chequed.
Has made a leather hat-case by Boyter's orders ; understood it was for Mr. Jones.

By *Committee*.

The leather looked like public material.
Might have been employed a day, and an hour or two over that.
Attended his calls as usual ; was not chequed.
The case was made on pasteboard first, and then covered with leather.
Boyter brought the materials. It might be two or three years ago.
Boyter found the hasp, which he believes was his own.
When the case was finished, gave it to the foreman.

Examined by *Toner*.

Does not recollect having received any private money for this job.
Never made or repaired a carpet bag.
Has been an hour or two packing furniture, &c. at Mr. Jones's house. This was about the same time as the furniture was packed at the baggage store.
Was not chequed ; and was paid by the public.
Took a little twine to pack with ; it was worth 6 d.
Has never spoken to Mr. Jones or any of his family since Toner's report, nor with Boyter, respecting the evidence he was to give.

John Boyter, Re-examined.

Recollects a hat-case being made for Mr. Jones and by his directions.

Recollects Mann being employed about a mattress; was chequed for that job half a day.

(A.)
Evidence against
William Jones.

Directed the flock to be taken to the junk-house; this was by Mr. Jones's orders.

Thinks Mann was employed packing furniture in the baggage store. He was not chequed for that time. Understood the furniture belonged to Mr. Jones.

No remark made in the working book.

Had charge of the basil used for the hat-case; it was entered as expended.

Recollects Mr. Jones sending for Mann to his house to pack some furniture. He was not employed above an hour, and was not chequed.

Might have given Mann some twine on that occasion; the twine belonged to the public, and was entered as expended.

Has had no conversation with Mann as to the evidence they were to give; nor with Mr. Jones or his family.

Never mentioned to Mr. Cheetham any of the employments of Mann, whilst employed by Mr. Jones.

Thinks Mr. Jones's orders sufficient.

Robert Pringle, Examined.

Is an established clerk in the storekeeper's office.

Mann is chequed three quarters of a day on 1st April last, and one quarter on the 2d April. The pay list is made out accordingly.

The cheque-book has been altered; it was done by the directions contained in a memorandum from Mr. Jones.

The alteration was to cheque Mann for three quarters of one day, and one quarter of another; he for that time appearing on the call book as if regular.

Received the memorandum before 11 o'clock on Saturday morning, the 5th April last.

Considers Mr. Jones's orders quite sufficient to alter the book. Did not acquaint Mr. Cheetham, the deputy storekeeper being responsible for the cheque-book.

Thomas Brett, Examined.

Is foreman of junk-house.

Recollects a small mattress coming to him to be picked and cleaned; it was done by his convict gang.

It occupied them about a day. It came from the collar-maker's shop.

Does not know to whom the mattress belonged.

The work done to the mattress is not mentioned in his work-book; thought it was public work.

Examined by Toner.

To his knowledge no convict has been to Mr. Jones's garden since he was first examined; and he has not been employed there.

Thomas Waller, Examined.

Is a labourer in the storekeeper's department.

At the beginning of the present month shook Mr. Jones's carpet with convicts.

Had six convicts; took them an hour to shake and beat it.

Never shook carpets for any one else.

Has shaken carpets occasionally for Mr. Jones.

Barry was with him when he shook the big carpet with the convicts.

The carpet they shook was then taken by his gang of convicts to the collar-maker's shop.

Thomas Barry, Examined.

Is a labourer in the storekeeper's department.

Recollects shaking a carpet on a day when Waller was with him; this was

(A.)
Evidence against
William Jones.

EVIDENCE ON EIGHTH CHARGE.

Monday, 28 April 1845.

SPEARING EELS.

William Straffen, Examined.

Is a labourer under Cope. Does not recollect ever being employed spearing eels.

Examined by Toner.

During private hours has gone over the lock-gate; this was last year, by order of Cope; he was set there to watch a net; he means during a breakfast hour.

He never performed any private work during public hours.

Has once washed the deck of a private yacht; was ordered by his foreman.

Believes it was Captain Halcombe's yacht; was employed a quarter of an hour.

This was before breakfast; had answered his call.

Toner here said he did not mean to connect this transaction with Mr. Jones.

Adam Allchin, Examined.

Is a labourer under Cope. Went out spearing for eels during last year; might have been there two half days, by order of Cope.

Was not chequed, except at one dinner hour call, which was afterwards restored to him.

Caught eels, and took to Mr. Jones's on both occasions.

Examined by Toner.

Lawlor was with him about two hours on one day; Straffen was also there on one occasion; had only one spear; it might have been used by Straffen.

Had also used nets whilst letting the water run out of the ditch; they were to catch other fish.

Cope was with them, but did not stop all the time; cannot recollect being out more than two half days.

Bartholomew Lawlor, Examined.

Is a labourer under Cope; was out eel spearing once last year; the whole afternoon; being half a day; left the marshes at half-past four.

Answered his calls, and was not chequed; Cope, the foreman, ordered him to go.

Got eels and other fish; Allchin took the fish to Mr. Jones's; had fish himself.

Never employed so but once; had an eel spear; got it from the carpenter's shop; Pennal, the carpenter, was fixing the handle in when he went for it; Cope told him to go for it.

John Cope, Examined.

Is coxswain and foreman of labourers. Has ordered some of his men to spear for eels; Allchin, Lawlor; Straffen was there one morning, but not fishing; he was watching the net during breakfast time.

Was there himself occasionally; Mrs. Jones ordered him to send his men; it took part of two days.

(B.)

COPY of the CHARGES, and REPORT thereon, against *William Jones*.(B.)
Report against
William Jones.CHARGES brought forward by *Daniel Toner*, a Labourer, against the
Deputy Storekeeper :

1. For appropriating public stores, consisting of paint and wood, to his private use.
2. Employing men paid by the public at his own private work.
3. Employing two painters in painting his house.
4. Employing the labourer Bryant most of his time.
5. Other labourers occasionally, particularly George Burbridge and Wilkey.
6. — Cope, coxswain, with men, fishing for shrimps.
7. That on Wednesday, 3 July 1844, a washing bath was made from public materials, and removed by a labourer of the name of Clare from the cooper's shop, for Mr. Jones's private use, and also employing one of the collar-makers two days last week in making an alteration in a carpet.
8. Spearing for eels : A. Allchin, B. Lawlor, — Straffon.
7 April 1845.

Q. Have you any further charges to bring forward ?—A. None at this time.

Q. Is there any other gentleman in the department against whom you have charges to make ?—Not any one whatever.

(signed) *Daniel Toner*.

Messrs. *Payne, Griffith, and Roper*, to the Secretary to the Honourable Board,
REPORTING the result of their Inquiry into the Truth and Extent of certain
Charges brought against the Deputy Storekeeper at *Woolwich*.

Office of Ordnance,
Tower, 7 May 1845.

Sir,

1. IN obedience to the Master-general's and Board's orders of the 16th ultimo, ^o/₃₆, that we should proceed to Woolwich for the purpose of inquiring into certain charges preferred by David Toner, a labourer at that station, against Mr. Jones, the deputy storekeeper there, which charges, although generally admitted by Mr. Jones, the Master-general and Board had decided should still be investigated, for the purpose of ascertaining the extent of the alleged malpractices, with reference to the regulations of the service as they apply to the offences charged, and also how far the public may have suffered from them ;

We have the honour to report that we assembled at Woolwich, on Monday the 21st ultimo, in order to execute the painful duty thus confided to us, and were unremittingly engaged on it to Tuesday, the 29th ultimo.

2. We commenced by reading the charges themselves, as transmitted to the Board in Mr. Cheetham's letter of the 7th ultimo, ^v/₆₆₆, together with Mr. Jones's explanatory statement which accompanied them. The charges against Mr. Jones, it was obvious, might all have been condensed under two heads, viz., appropriating public stores to his private use, and employing men paid by the public for his own private work. These are the 1st and 2d of the original charges, and all the subsequent ones might, in fact, have merged into these. But having seen more informal and irregular charges, we conceived that we

Report against William Jones.

p. 3 to 5.

p. 5.

3. We determined, therefore, to pursue this course, and invited both Mr. Jones and Toner to be present, in order that they might be satisfied of the fairness and impartiality of our proceedings, as well as have an opportunity of hearing and questioning the different witnesses called before us. We then read over the charges to Toner, who entered into greater detail upon each, mentioning several particulars which it is superfluous now to enumerate, as they will be adverted to in our references hereafter to what has been established by evidence; and he also adduced another charge, making the 8th, of three men, named Allchin, Lawlor, and Straffon, having been employed at different times in the marshes, spearing eels for Mr. Jones.

4. After this preliminary matter, we entered successively on the different charges, calling as witnesses such men as Toner pointed out, or as we found necessary or conducive to the fullest investigation of each, taking care to caution every man as he came before us, that we wanted the truth and that only to be spoken, and that in doing so, he was to consider himself under the fullest protection of the Board.

FIRST AND THIRD CHARGES.

p. 8

p 8.

p. 9-

p. 8.

5. With reference to that part of the first charge which relates to the use of paint, and the whole of the third, which charges Mr. Jones with employing two painters to paint his house with it, we find it admitted by the foreman of painters, James Knight, that he was consulted by Mr. and Mrs. Jones, on Tuesday the 1st of April, as to the condition of the dining and drawing-rooms, the former of which had been blackened by a lamp, and the latter defaced by the escape of the water from a closet above. He first says, Mr. Jones sent him to paint these rooms on the 2d April (Wednesday), but subsequently corrects this, and says he thinks it was Mrs. Jones, having been previously spoken to by both on the subject.

After commencing the painting on Wednesday the 2d of April, Mr. Jones came in and asked what they were about, and was told that they were going on with the painting, and should have done that evening; to which he replied, that he did not understand it, and walked out of the room. Mr. Jones, in his explanatory statement, says Mrs. Jones also gave the order for the painting of the rooms in question during his absence in town for a day and a night, and that on his return, and finding the work was nearly finished, he was exceedingly angry and annoyed.

P. 9.

p. 11.

The men, however, proceeded with their work the following morning (Thursday); and although James, John, and Henry Knight say that the work was then finished, we are told by Thomas Knight, the boy, that they were actually all at work part of Friday also; and this seems the more probable account, and is given by him whom we consider by far the most credible witness. For the straightforward and candid manner in which this boy Thomas gave his testimony impressed us with a very favourable opinion of his character, and formed a striking contrast to that exhibited by the other Knights.

P-9-

p. 8.

The foreman further informs us that he was employed, after attending his last call on the afternoon of the 2d instant, from half-past five o'clock until nine; but for this, being private time, he was paid by Mr. Jones. John and Henry Knight were employed upon the job, and also the apprentice Thomas Knight. The two painters, John and Henry, were chequed half a day each, or two quarters of separate days, for which they were paid by Mr. Jones; but James Knight, the foreman, and Thomas Knight, the apprentice, were both paid by the public. The materials used, viz. 14 lbs. of white lead, a quart of oil, a quart of turpentine, and a little drying of litharge were taken from the public store; but the Brunswick green was purchased in the town.

p. 9.

The materials used were entered as expended, which means used in the public service. Although the foreman keeps a work-book, no notice appears in that of the men being employed at Mr. Jones's, because, as he says, they were chequed for their time. In reply to further questions as to the source of the original order for commencing the work, he states that he has no recollection of the

(B.)
Report against
William Jones.

* p. 10.

practice to do any in the Arsenal. It was with great reluctance that these men admitted two rooms had been painted, and John persisted in his statement that only one was.* They all concur in saying that the dining-room was first painted, although it was the drawing-room that was injured by the water, which, in Mr. Jones's explanatory statement, is made the primary cause of the whole. The ceilings of both rooms were also whitewashed. John and Henry Knight answered their calls regularly during the time they were employed at Mr. Jones's house; and the order to cheque them would really seem not to have been given until after Toner had made his report on the 4th April: for John Knight says that he did not expect to be chequed, having answered his calls regularly, and was only made acquainted with it when he came to be paid, although his brother Henry says that he was told by the foreman James that they were to be chequed. Mr. Pringle, clerk in the storekeeper's office, was directed by Mr. Jones to have these men chequed, either on the 4th or 5th of April, Toner having made his charges on the former day, and no official order to cheque these men appears to have been given until that time. Mr. Pringle subsequently states that he believes it was after he heard Toner's charges that he received Mr. Jones's message.

p. 10.

p. 10.

p. 12.

6. While examining the foreman, James Knight, on the 24th April, upon a different charge, we discovered that the foregoing was not the only occasion on which the painters had been employed at Mr. Jones's house, and by his orders. For during last year, he thinks, John and Henry Knight, and another painter, named Mason, were occupied about two days painting the verandah at the back or south side of the house. Perhaps 10 lbs. of green paint (verdigris) might have been used, which was taken from the public store, and the time so expended was charged to the public.

p. 24.

7. James Knight also says that a year ago he and his brothers, John and Henry, were ordered by Mr. Jones to tar the fences round the garden near the canal; about half a barrel of coal tar was used, and booked as having been expended on the current business. The men were so occupied about a day and a half in the whole; they were considered as engaged in public works, and so entered in his work-book.

p. 23.

FIRST CHARGE (SECOND PART).—WOOD.

8. We come now to the second part of the first charge, or that which refers to wood taken from the wood-yard to Mr. Jones's house. John Fabling, a labourer in charge of the yard where old gun carriages are broken up, informs us that for two or three years a barrow load of wood has been taken thence to the deputy storekeeper's house, and by his directions, about once in each week. This was old carriage-wood. It was only taken, he first says, in damp weather, in the winter, but subsequently admits it to have been done occasionally when it was ordered. Hezekiah Burbage, who has also charge of the breaking-up yard, knows that wood has been sent thence to Mr. Jones's house, but not this year. Prior to that some has been sent occasionally in a basket or wheelbarrow for fire-wood; it was old condemned carriages or shot-boxes, and he has seen Fabling take it twice a day, which was on a Saturday. Fabling himself does not remember this; both Fabling and Burbage agree in stating that no wood has been taken from this yard for the last six or seven months.

p. 15.

p. 14.

9. Although, however, wood ceased to be taken, at that period, from what is called the breaking-up yard, the practice of having it was continued. On what account this change took place, we have not been able to discover. Robert Clubb, a labourer in the Arsenal, states, that he has been in the habit, since last July, of taking up a bushel basket of wood daily to Mr. Jones's house from the wood-yard; it was refuse wood, such as was used for lighting the office fires, and was done by the direction of William Webb, the foreman. A basket of wood was so taken up this morning (the 22d April). He never took more than one basket of the soft wood each day, but during the severe weather, in the winter, he has filled the same basket occasionally with hard wood in addition, which was taken up to Mr. Jones's house by his servant, Bryant; this was also firewood, but of a better description than the other. Bryant recollects

p. 12.

p. 12.

p. 13.

(B.)
Report against
William Jones.

p. 13.

Jones for six weeks, about 10 months ago ; acknowledges to have carried both hard and soft wood from the wood-yard up to the house, by Mr. Jones's directions, several times. Wells, the foreman, was present one morning when this was done. William Wells, the timber converter, and in charge of the wood-yard, admits that a basket of refuse wood has been taken thence to Mr. Jones's house, daily, for the last six or eight months.

p. 13.

10. William Wells further states, that on one occasion, during last autumn, two cart loads of hard wood, the refuse of oak slabs, were brought back from Mr. Jones's house, probably about a cord of wood altogether. He tells us that Mr. Jones had desired him to send up some hard wood, which he did in hand carts, drawn by convicts, and that a few days afterwards Mr. Jones sent for him and said, " You have sent up more wood than I intended ; you had better provide some means of getting it back again," which was done ; about half a cord of the wood was kept. It was not the practice to take either soft or hard wood to the house until Mr. Jones spoke to him about it ; and it was he who directed him to let Clubb have some daily. The wood was not upon charge, not being yet stacked for sale, and no account was kept of what was sent up, nor was it ever mentioned to Mr. Cheetham.

p. 13.

p. 14.

p. 14.

11. William Wells also informs us that fire-wood has also been sent to the house of Mr. Green, a clerk in the storekeeper's department, twice a week, a small basket, for about two months. He considered Mr. Green's order sufficient to that extent. To no other person, he says, has any wood been sent. John Fabling also admits that wood used to be occasionally taken about a year ago from the breaking-up yard to Mr. Green's house, a barrow load now and then.

p. 15.

p. 14.

p. 16.

12. In consequence of Toner stating that it was rumoured in the Arsenal that the wood removed from Mr. Jones's house, as above described, was so removed in consequence of a letter from Captain Harrison, R.A., to the storekeeper, we requested the attendance of that officer, when he assured us that he never addressed any letter relative to wood, either to the respective offices or to the storekeeper ; and Mr. Cheetham himself does not recollect receiving a letter either from Captain Harrison or from any other person respecting wood being taken to the deputy storekeeper's house ; he recollects, during last winter, in a casual conversation, at which Colonel Lacy, R.A., was present, Mr. Jones speaking of his house being damp, and that he should feel himself justified, while that was the case, in taking wood for the purpose of warming it ; Colonel Lacy, however, whose recollection of this occurrence is much more distinct than Mr. Cheetham's, says, that the conversation alluded to arose from a suggestion of his as to the safe keeping of the waste wood, which he thought would be better in the wood-yard than left near the saw-mill. Mr. Jones observed, that if his house were damp, he should not hesitate to take a basket or two of chips to dry it ; Colonel Lacy replied, that " he would not do so ; " and thinks Mr. Cheetham added, " Nor would I." Mr. Jones made no comment. The impression on his mind is, that the remark by Mr. Jones was made hypothetically ; that it referred to the future rather than to the past, and that nothing took place which would induce him to believe that it had ever been done. Mr. Cheetham also denies that he ever knew of such a practice, or had ever sanctioned it.

p. 16.

13. Such a long continued and still existing violation of one of the Master-general's and Board's regulations seemed to us to require prompt interference on our part to prevent its continuance, and we accordingly addressed a letter to Mr. Cheetham, acquainting him with what we had ascertained to be the case, and suggesting the adoption of such measures on his part as should put an immediate and effectual stop to the practice. This, we believe, he instantly did ; a copy of our letter, as well as Mr. Cheetham's reply, was enclosed, and we trust the Master-general and Board will think we did nothing but our duty in thus acting, although not exactly called for by the letter of our instructions.

refuse wood to light his fires from the breaking-up shed, having had permission to do so from the late storekeeper, Mr. Stace; Mr. Cheetham had never given such permission, nor had it in fact been asked. Admitting all that Mr. Green has said respecting Mr. Stace's permission, we still think he would have acted more discreetly had he applied to Mr. Cheetham upon his appointment, and given him the opportunity either of sanctioning or discontinuing such a practice.

15. The foreman, Wells, subsequently states that he has been ordered to send wood down to Mr. Jones's garden. It was taken in hand-carts by convicts; was portions of slabs to be used as bordering, about 12 or 20 pieces, varying from six to 12 feet long, and about four inches wide. It was refuse wood, not converted for the purpose, but was the outside of fir slabs. No entry was made of this wood in his book.

16. We find also from other witnesses (Murphy, Brett, and Gallavin), that reeds have been taken from the store in a cart to Mr. Jones's premises three or four times a year since 1838; that straw sweepings have also been taken there three or four times; that a cart load of coarse hay or refuse grass has been consumed by Mr. Jones's calf, although it is stated by the witness, Millard, that it was quite rotten and unfit for food; that about six birch brooms have been sent to Mr. Jones's house every three months, by his orders, from the store during the last three years; and that about once in two years, 10 lbs. of linen rags or old sheets were carried from the public store up to Mr. Jones's house for the purpose of cleaning the windows. These articles, it must be obvious, are all insignificant in point of value, but the fact of having them from the store denotes a laxity of system and a disregard of the Board's orders.

17. Upon the second charge, Toner declines calling any witnesses, being satisfied that it is only a general enunciation of the more particular charges which follow.

FOURTH CHARGE.

18. We come now to the fourth charge, which alleges that a labourer, named Bryant, was employed by Mr. Jones most of his time. Bryant's own evidence is but of an indifferent character; he admits that he has been employed at Mr. Jones's house during private hours for which he has been paid, but that he has also attended there occasionally both after breakfast calls and also after dinner; he has gone to sweep the yard where the cows and pigs are kept, at the timber-shed, and has received orders from Mr. Jones to get carts to take the muck thence to the garden. Sometimes four or six convicts came with the carts, and also Waller, another labourer. He also states that he has been out occasionally with a pass from Mr. Jones, and on his business during public hours. From Daniel Murphy, the foreman, however, we learn that Bryant has attended at Mr. Jones's house by his (Murphy's) directions ever since he took charge of the shot and shells in 1838; he attended parts of days occasionally, Mr. Jones asking for him, when he could be spared, to clean the yard. Bryant did so part of every day when Waller was not there, but he attended his calls regularly, and was booked as employed in stacking and removing shot and shells; but the greater part of his time was at Mr. Jones's house. Robert Robinson, porter at the Arsenal gates from October 1842 to July 1844, has seen Bryant go out frequently without a pass. It was done by Mr. Jones's order, and he was never interrupted when he came from the house with a parcel. John Amos, now the principal foreman, but porter at the gate from 1841 to July 1844, confirms this testimony, as does Samuel Freeman, the inspector of police at the Royal Arsenal; while police constable Hill states, that from July 1844 to November, he passed Bryant frequently out during working hours, without a written order, under the impression that he was Mr. Jones's private servant; he found out in November that he was not so, but a public labourer, and after that did not let him out without a written order from Mr. Jones. "Bryant," he says, "went out four, five, or six times during the day, and this has been the case until within the last week or ten days."

p. 14.

p. 19-21.

p. 21.

p. 22.

p. 24.

p. 21.

p. 21.

p. 4.

p. 17.

p. 17.

p. 18.

p. 19.

p. 19.

p. 19.

p. 20.

p. 20.

p. 20.

p. 22.

p. 22.

p. 22.

p. 22.

(B.)
Report against
William Jones.

p. 17.

p. 18.

p. 18.

p. 21.

p. 18.

p. 19.

p. 19.

p. 20.

p. 22.

p. 22.

p. 21.

p. 22.

p. 22.

p. 22.

p. 15.

p. 4.

19. Another labourer, named Waller, was also employed occasionally at Mr. Jones's house about two years ago; he was also there on one occasion for five weeks constantly the whole of the day, but attended his calls regularly, and was not chequed; since that time he has gone with a gang of six convicts, about once in two or three weeks, to clean away the dirt and sweep the yard. The manure was also taken from the cowhouse in a cart with two horses. Murphy ordered him to do this, and it has been continued up to the present time. The tools used were the public ones, such as they used in their work. It was begun about three or four years ago. He has also filled water casks with a gang of six convicts, and taken them sometimes to the house and sometimes to the garden; and we learn from another witness that water was regularly carried up to the house in dry or frosty weather about once a fortnight. Murphy himself says that he has ordered Waller to fill water carts occasionally by direction of Mr. Jones, and that he applied on these occasions to the chief foreman for horses and carts; while Waller and the convicts are employed at Mr. Jones's, he enters them in his work-book as employed at shot and shell duty; so recently as Tuesday, the 15th, and again on the 19th April, Waller and Murphy's gang of convicts were employed at Mr. Jones's house; on the former occasion with a cart, a pair of horses, and a driver; on the latter only the men. This was by the chief foreman's order; men, horses, and carts have been sent to Mr. Jones's since he took charge of the shot and shells in 1838. They have also all been employed three or four times a year since 1838 in fetching reeds from the stock near the junk-house for Mr. Jones's use and by his orders; but the foreman was told that the reeds were wanted for Mr. Jones's use, and he made no scruple in delivering them. Neither men nor convicts have been sent by him to any other house than Mr. Jones's.

20. The frequent employment of carts and horses for Mr. Jones's service is confirmed by the testimony of Robinson, the porter formerly at the Arsenal gate, and also by police constable Hill, stationed there since July 1844, who have seen them go out frequently for pollard or pigs' victuals, with a pass from Mr. Jones; the former of these witnesses says this happened about once a week or fortnight, and that Murphy or a labourer went with them. The carts returned loaded, and went towards Mr. Jones's house. The latter witness has also seen carts and horses employed removing shot-boxes filled with plants from Mr. Jones's house to the storehouse during the autumn, and the following day he has seen the carts employed in removing flower-pots; convicts and two labourers loaded these carts, and other labourers unloaded them at the storehouse.

21. This fourth charge, the evidence collected upon which we are still here analyzing, became a very prolific one, and branched out into very many particulars not at all adverted to in Toner's statement. We come now to the cultivation of Mr. Jones's garden, which Thomas Brett describes as having been effected by the labour of convicts under his superintendence, and with the knowledge, and we presume, therefore, by the orders of Mr. Jones. One convict, he says, has been constantly occupied in the garden for about a year, and three or four partly every summer since 1838. The garden has rarely been without a convict in it; he has himself been employed in gathering fruit, and has carried up things thence to Mr. Jones's house. A labourer named Wain was also occasionally at work there during public hours. No entry was ever made in his work-book of men being employed in the garden. He has also seen Reynolds, a carpenter, employed there about a year ago; and also Pennal, the master carpenter.

22. Noah Pennal, the master carpenter above alluded to, does not know that Reynolds was employed repairing the fences at Mr. Jones's garden, but admits that he was occasionally occupied at Mr. Jones's house, and that in 1843 two boxes for flowers were made by him for Mr. Jones, and by his order. These boxes were worth about 1 s. 6 d. each, unpainted. Reynolds was ill, and we could not, therefore, examine him.

FIFTH CHARGE.

23. We come now to the fifth charge, which refers to the employment of Bur-

Jones's garden, lately, part of four or five days, four or five hours each day, excepting one, when he was employed only two hours. It was by Mr. Jones's order, and he attended his calls regularly and was not chequed. Joseph Wright, the foreman of the harness store, was aware of Burbage's absence as above stated, but entered him in his work-book as employed in packing, &c. This charge, as relates to Burbage, is fully admitted by Mr. Jones in his explanatory statement, to which we would refer the Board for the circumstances attending it.

(B.)
Report against
William Jones.

p. 25.

24. With respect to Robert Wilkie, he admits having gone occasionally, in 1843 and 1844, about twice in the year, to Mr. Jones's house to attend a party, part of two days each time. About a year ago he was chequed for half a day when so employed, and complained of it, but subsequently obtained his half-day's pay, 1 s. 2 d., from a man named Dillon, who had accidentally not been chequed for half a day when he really should have been, and who was therefore ordered to transfer the money to Wilkie, which he did very reluctantly, saying, that Wilkie, having been employed at Mr. Jones's house, had no more right to it than he had. Mr. O'Neill, a clerk in the storekeeper's office, recollects the circumstance of the money being so transferred from Dillon to Wilkie, and told the latter to get it. Dillon himself is now in Ireland, which precluded us from hearing his version of the story.

p. 25.

p. 25.

p. 26.

SIXTH CHARGE.

p. 5.

25. This charge refers to the employment of John Cope, the coxswain, attended by Boniface and Wallace, in 1843 and 1844, fishing for shrimps. During the months of August and September, probably, Cope says, from eight to ten times; each season, he and one or the other of these men have been so engaged by Mr. Jones's orders. The time occupied was about an hour on each occasion, as they merely took the boat out into the stream, off the Arsenal wharf, and having put down the net, left that and the boat until the turn of the tide, and then went out again and brought them to the shore; they took about a gallon of shrimps on the average, half of which were taken to Mr. Jones's house, the remainder they divided among themselves, and have occasionally given a few to gentlemen in the office; the net used on these occasions was from four to five feet wide, and six or seven feet long. Cope says, he understood that it belonged to Mr. Jones; but we find from the testimony of Daniel Langridge, the foreman of the sea store, that it was made by a man named Masters (now dead) about five years ago, during public hours, as he considered by Mr. Jones's orders. The materials were brought by Masters, but whether from the public store or not, we have been unable to discover. The time occupied in making the net was probably about a week altogether, and was paid for by the public, considering Mr. Jones's order as sufficient to justify such employment; the net has also been sometimes repaired by Masters, with such twine as is used in the storehouse, and in public hours. Another man occasionally assisted Masters while making the net. Forrester, he thinks, was the man who has also been sometimes absent from the storehouse for half a day or more, sometimes for a whole day, and by Mr. Jones's orders.

p. 28.

p. 29.

p. 29.

p. 29.

p. 29.

p. 29.

p. 29.

26. While pursuing this charge we ascertained from Richard Boniface that he has been occasionally employed at Mr. Jones's house during public hours, and that on one occasion he whitewashed the ceiling of the passage; he was also once engaged in clipping the wool off old sponge-heads, by order of Goodwin, the foreman, who says it was by Mr. Jones's order. The wool so clipped filled two sacks nearly full; it was taken to the junk-house, and picked and cleaned by six or eight convicts, under the superintendence of Brett, the foreman. From thence we trace it to the collar-makers, but as the two men then employed at the collar-makers' shop are both dead, we can trace it no further, except ascertaining that these men were employed at the Chapel making or repairing the cushions, and that about a week was occupied in the job. Mr. Jones admits that the wool was made *into* cushions for his pew, and these are still in the Chapel.

p. 28.

p. 28.

p. 30.

(B.)
Report against
William Jones.

* p. 31.
p. 31.
p. 31.

having been altered for him by one of the collar-makers. With respect to the bath, it is stated by John Ashdown*, the cooper, that a bath was begun in November 1843, and finished in 1844. It was made from public materials, and occupied in the whole about $2\frac{1}{2}$ days. It was made, by Mr. Jones's orders, from a pattern sent by him. Thinks the bath was worth about 2*l.* 6*s.* as it left his shop. No notice of this matter appears to have been made in the work-book, nor does it seem to have been brought under the notice of Mr. Cheetham.

There is no evidence that this bath was either made or intended for Mr. Jones's use, although there seems to have been an impression on the mind of the witness Ashdown, that it was not meant for the public works; but on the other hand it is but fair to state, that the witness appeared so little capable of understanding the questions put to him, that we do not think any decided conclusions can be arrived at, except the actual making of the bath by Mr. Jones's orders. The bath was removed on 3d July last from the coopers' shop to the harness store, where it still remains, and according to the evidence, it is very clear that the bath has never been either used or at Mr. Jones's house.

28. With respect to this matter, we would beg to refer to Mr. Jones's explanatory statement, of 7th April last; yet we must remark how very irregular it was in Mr. Jones to permit the work to be done, and the materials used from the store, without bringing the subject under the more immediate knowledge of Mr. Cheetham, so that the bath might have been brought on charge.

29. During our investigation of this, however, we discovered other transactions requiring to be noticed; for Ashdown informs us that about seven or eight years ago a mash-tub, capable of containing from 80 to 90 gallons, was made at the coopers' shop by Mr. Jones's orders, and for his use; it was made of public materials, but in private time, when the men were working only five days a week. The sixth day was employed on the mash-tub, and he has been paid by Mr. Jones for about four or five days. The materials used would be worth 1*l.*, and no notice whatever was taken of them in his book; he has also unheaded and headed ale casks, during public hours, for Mr. Jones, and by his orders; has repaired washing tubs and pails also under similar circumstances, and once made a piggin for him, that is, a small article for feeding pigs with; both the repairing and making were done with public materials, and no notice either of those or the time occupied appears in his work-book.

CARPET.

30. The second part of the seventh charge refers to the alteration of a carpet for Mr. Jones, by one of the collar-makers, during two days at the beginning of the month of April; and we are told by John Boyter, the master collar-maker, that he received a carpet belonging to Mr. Jones on 1st April last, which Mr. Jones directed should be altered to fit another room; an old carpet was brought down as a pattern, which we find was previously shaken and beaten by two labourers named Walter and Barry, with six convicts, who were so occupied for about an hour during their public time.

A collar-maker, named Robert Mann, was employed, under Boyter's directions, to alter the carpet above alluded to; and Boyter states that Mr. Jones ordered Mann to be chequed while so employed; this order, he further says, was given when directions respecting the alterations to be made in the carpet were given. And we find, on referring to the work-book which Boyter keeps, that Mann is so chequed for three quarters of one day, and one quarter of another, making, together, a whole day occupied in the job, for which Mann tells us he was paid by Mr. Jones. Mann attended his calls regularly. The work-book, however, had so evidently been altered, and an erasure taken place in the record of the man's time, that we felt it necessary to investigate this part of the subject further: and it is proved by the testimony of Mr. Robert Dingle, a clerk in the

5th of April, Mann had appeared there as having been engaged regularly in public works.

It is obvious, therefore, that Boyter's statement as to the time when he received orders from Mr. Jones to cheque Mann must be incorrect, and that the erasures and interlineations in his book give an erroneous view of the transaction.

31. John Boyter further tells us, that about two or three years ago a hat-case was made by Mann for Mr. Jones, and by his orders, from public materials, and in public time. It might be worth 2s. 6d. Mann says he was occupied a day, or an hour or two more. From Mann we also learn that furniture belonging to Mr. Jones has been packed up for him in the store, which occupied him about two or three hours. Some of the public twine was used. He has also put a new tick to a mattress by Mr. Jones's order; the flocks were changed from the old to the new mattress, the tick for the latter having been made by his (Mann's) wife; he was, however, chequed half a day while so engaged. The flocks from the old mattress were taken to the junk-house by Mr. Jones's direction, to be picked and cleaned, which Robert Brett says was done by a convict gang, and that it occupied about a day. No mention is made in Brett's work-book of this, as he thought it was public work. On another occasion Boyter says that Mann has been employed packing some furniture at Mr. Jones's house; that he had some twine to do this which was accounted for as expended. No communication was ever made to the storekeeper as to Mann being employed for Mr. Jones, as he considered that gentleman's order sufficient.

Mann says the twine he used in packing the furniture was worth about 6d.

EIGHTH CHARGE.

32. This was a supplementary charge made by Toner to us when we commenced our investigation of those previously given to the storekeeper, and it alleges that three men, named Allchin, Straffon, and Lawlor had been employed spearing for eels, by Mr. Jones's order, during public hours. Adam Allchin, a labourer under Cope, the coxswain, states, that he went out spearing for eels last year, and thinks he might be so engaged two half days; was not chequed for his time; he caught some eels and took them to Mr. Jones's on both occasions. Cope ordered him to go; Lawlor was with him on one occasion about two hours, and Straffon was also once there; Lawlor confirms Allchin's testimony, and John Cope admits that he has so ordered the men above named to go on the business, and that he himself attended occasionally. Mr. Jones directed him to send the men; part of two days was occupied in this work, but no entry was made of it in his work-book.

33. We have now gone through the several charges which we were directed to investigate, and have given a brief, but as we believe a faithful summary of the testimony produced in proof of them. It has, however, been with great reluctance that we have occupied the attention of the Master-general and Board with such a tedious and lengthened detail; but it seemed to us impracticable otherwise to bring under their notice the various irregularities that have occupied our inquiries. We were apprehensive also that if we endeavoured to give only the impressions which the evidence had made on our own minds we could scarcely preserve that impartiality which the justice of the case required from us; and that the public interest, no less than the character of the individuals concerned, absolutely demanded that testimony materially affecting both should be fairly and fully brought before the authorities which originally directed the inquiry.

34. A complete transcript of the evidence accompanies this Report, and the marginal references to that will enable the Master-general and Board to investigate any part of the subject more fully, should they deem it imperfectly developed by us, or think greater detail requisite to enable them to form an accurate judgment upon any one of the different transactions which the Report itself adverts to.

35. In the Master-general and Board's letter of 16th ultimo. 2. which

p. 36.

p. 36.

p. 36.

p. 35. 36.

p. 36.

p. 36.

p. 37.

p. 8.

p. 38.

p. 38.

p. 38.

p. 38.

p. 38.

(B.)

Report against
William Jones.

with the regulations of the service, and how far the public may have suffered from them; and upon each of these points we will now offer a few observations.

1st. With regard to the first, we are free to confess, that all Toner's original charges have been fully substantiated, except only that part of the seventh which relates to the bath; and even with respect to that, the circumstances appear of an irregular character. The full extent of the malpractices has been developed in the preceding pages of this Report, and some of them were carried beyond the charges, especially that relating to the wood, as well as that respecting the frequent employment of artificers, labourers, carts and horses for private purposes; while many irregularities, not all adverted to by Toner, have also been elicited from the different witnesses.

2d. The regulations of the service which more particularly bear upon these malpractices are those of 19 April 1821, forbidding the use of wood for private purposes; that of the 20th September 1824, which prohibits the employment of artificers and labourers for any private purpose, either at extra hours out of working hours, or under the pretence of their being struck off the cheque list for the time they may be so employed, or of any other plea or pretence whatever; the regulations for the duties of deputy storekeepers, and the more general regulation which declares that no artificer, workman, or labourer of any kind, or stores or materials belonging to Government, are to be employed for private uses.

Home Regulations,
p. 251.Home Regulations,
p. 7, 8, 9, & 10.
Home Regulations,
p. 266.

3d. But as to the degree in which the public may have suffered from these malpractices, our task is a much more difficult one, as the data upon which alone such a calculation can be based are extremely vague and indefinite. We enclose, however, an attempt at an estimate of this description, in conformity with the Master-general and Board's desire; but this, it must be obvious, can only be considered as an approximation to the truth, the difficulties in the way of greater accuracy being insuperable from our ignorance of the time during which artificers, labourers, convicts, horses and carts may have been diverted from the public employment upon Mr. Jones's private purposes.

36. As a remedial measure, and in order to prevent the recurrence of any such practices as those herein detailed, we would respectfully suggest to the consideration of the Master-general and Board the expediency of circulating a general order, couched in the most comprehensive terms possible, forbidding the employment of any artificer or labourer for any private purposes, or the appropriation of any public stores or materials for such uses, under any plea or pretence whatever; and that if hereafter any such instances should occur, or any article of public store or material be found upon an officer's private premises, with the view of being used there, the penalty will assuredly be dismissal from the service.

This order, in fact, should embody the substance of those already referred to, of which all officers, both military and civil, have had notice, but, if possible, with additional clearness, comprehensiveness, and vigour, so as to prevent any misunderstanding or ignorance on the part of the present or future servants of the Board.

We think also that it should be understood that the conclusion of the order as to the employment of workmen on the roads and grounds of a station, does not apply to the premises, gardens, or lands in the occupation of the Board's servants.

Home Regulations,
p. 259, 260.

37. With reference also to a different class of men, we are disposed to recommend to the Master-general and Board the circulation of a second regulation, as a complement to the preceding one.

Our investigation has been greatly impeded and prolonged by the obvious unwillingness of many of the witnesses to give their evidence in a candid and explicit manner, and by the equally evident perverseness exhibited by others.

These remarks apply but with few exceptions, particularly to the foremen. Now, these men, occupying as they do responsible situations, and familiar as they must be with all that passes in their respective departments, should be distinctly told that it is their duty to facilitate as much as possible every inquiry

to the loss of their situations ; and although we hope that the general order suggested in the preceding paragraph, if adopted by the Master-general and Board, may effectually prevent any recurrence of such malpractices as those to which it refers, we beg to suggest that every foreman should distinctly notice in his work-book any engagement of his men on private work, or any misapplication of any of the stores or materials in his custody or control, to private uses ; and that if any case of deception or concealment should hereafter be detected on these points, it will certainly be followed by dismissal from the service.

38. We enclose a second explanatory statement from Mr. Jones, addressed to us after hearing the whole of the evidence which came before us, and we earnestly request that it may have the favourable consideration of the Master-general and Board. We would most respectfully submit to them that Mr. Jones has been in the department upwards of 40 years, during which we can state from our personal knowledge, that he has been a most useful and active public servant in all emergencies, indefatigable in his exertions to despatch stores, troops, and transports to their respective destinations, and bringing a large portion of acquired knowledge to bear advantageously upon his official duties.

We are well aware that these services, however valuable, cannot justly be pleaded as extenuating any irregularities with which he may be chargeable ; but we are persuaded that they will have their due weight with the Master-general and Board.

39. At the conclusion of our inquiry, Daniel Toner expressed himself quite satisfied that every facility had been afforded him in procuring evidence, and in the full investigation of his charges. He stated, that on his entering into the department in September 1842, he observed what he considered a wrong system ; and that in 1843 he commenced keeping a book in which he noted what he thought wrong, with the intention of acquainting the Board with the particulars through the storekeeper. " He did not report sooner," he says, " because, being a young hand, he wanted to see how the system would carry on in course of time, so that he might make a full disclosure to the Master-general and Board." He made this disclosure at the beginning of April, because he thought more men were then employed for Mr. Jones's private purposes than at any former time, and this seems to have been established by the evidence which we collected. Although we deprecate the practice of any individual in a public department keeping a book in which he enters every doubtful or suspicious transaction that may occur around him, to be brought forward hereafter as a charge against others, when many of the persons engaged in these transactions may either from death or removal be incapable of giving evidence respecting them, yet we think on this occasion some allowance must be made for Toner's situation ; he might see much that was wrong, and still must be aware that if he assumed the invidious office of an informer, without being able to substantiate his charges, the consequence would be detrimental to himself ; and it is not surprising, therefore, that he should delay doing so until he felt sure of accomplishing that object.

He produced a number of most satisfactory testimonials to his character, not only while he was in the Royal Artillery, but also from a highly respectable man under whom he was employed since he left that corps, and who speaks in strong terms of his good conduct.

We must also add, that his demeanour towards us was uniformly respectful, and that he exhibited considerable tact and ability in examining the different witnesses. It is true that we had sometimes to interfere in order to prevent him from putting words into the mouths of these witnesses, or from asking what are called leading questions ; but these interferences were certainly not so frequently called for as might have been expected from a man in his station of life.

We beg to return all the original papers.

We have, &c.

Joseph Payne, Third Senior Clerk, First Class,
In the Office of the Hon. Surveyor-General.

(C.)
Report against
Daniel Toner.

(C.)

COPIES of the CHARGES and REPORT against *Daniel Toner*.

Office of Ordnance, Woolwich,
22 July 1845.

THE Civil Officers at Woolwich present their compliments to the Secretary, and take the liberty of submitting the enclosed for his information, on the subject of which they beg his private advice as to how they had better act for the benefit of the public service, as well as for the efficiency of the department.

Toner is the man who brought forward the charges against Mr. Jones, and he now seems disposed to act in a way to produce great insubordination among the men generally, and much inconvenience to the department, if some steps are not taken to put a stop to such proceedings.

Several of the men (one in particular) having evinced a similar spirit to Toner, there is danger of the service being much inconvenienced, attended with endless interruption to the business of the department, owing to Toner's continual complaints against one and another, which, on being inquired into, are found to be frivolous and vexatious, apparently arising from preconceived notions of prejudice against the parties implicated.

The Civil Officers see no other remedy for these growing evils, and of restoring confidence and cordial and zealous co-operation in the department, than by Toner's being removed from this to some other station; and therefore they request Mr. Byham's deliberate opinion and confidential advice for their guidance in this unpleasant affair. The communications made to the Civil Officers by Mr. Read (as per enclosed letters from him), have their fullest confidence as to the correctness and proper conduct of that young gentleman on this as well as on every other occasion.

Rd. Byham, Esq., &c.
Secretary to the Honourable Board.

Office of Ordnance, Woolwich,
17 July 1845.

Gentlemen,

I BEG to report to you, that at the second call this morning, I was disturbed by a quarrel between the foreman, John Cope, and a labourer, Daniel Toner; and I sent for Cope subsequent to the call to inquire into the reason of the disturbance, and to request, that if he had any complaint to make, it should be made to his officer. Daniel Toner followed him into the office, unsent for, and commenced an altercation in my presence. Feeling this to be a mark of great disrespect on the part of Toner, I ordered both to quit the office, as they were each charging the other with being the cause of the interruption. I have, therefore, thought it right to bring the subject under your notice.

The Civil Officers.

I have, &c.
(signed) J. F. H. Read.

Office of Ordnance, Woolwich,
19 July 1845.

Gentlemen,

I BEG leave to report to you, that whilst in the performance of my duty this morning in paying the men, I was treated before the workpeople in a most contemptuous manner by Daniel Toner, a labourer.

For some time past I have observed the men belonging to this department generally, have not seemed disposed to treat me with that degree of respect which I consider is due to me as your representative at the pay table; and this

COPY OF REPORT AGAINST DANIEL TONER.

51

(C.)
Report against
Daniel Toner.

his signing the book, considering his conduct to have been most disrespectful to me in the execution of my duty.

I beg most respectfully to submit the fact to you, and to desire your support to enable me properly to carry out my duties in the department.

I have, &c.

The Civil Officers,
&c. &c. &c.

(signed) *J. F. H. Read.*

Office of Ordnance, Woolwich, 26 July 1845.

THE Civil Officers at Woolwich present their compliments to Mr. Byham, and, in reference to their private communication of 23d instant, beg to state that the conduct of Daniel Toner continues to be so very insubordinate and troublesome, that there is great inconvenience and interruption to the public service produced thereby, besides his treating the pay-clerks with contumely and disrespect,—Toner having again this day declined to comply with Mr. Read's desire to take off his hat on entering the office to receive his pay, as reported in the enclosed letter from that gentleman. Toner's example having induced a labourer, of the name of Wells, to bid similar defiance to the gentlemen who pay the men, there is danger of the defection spreading, and the service being injured if such repeated acts of disrespect to the clerks are not visited with the marked disapprobation of their superiors. The Civil Officers desired last week, on being made acquainted with the offence of Toner, that the pay-clerks should require all persons to come uncovered to the pay table, and which has been implicitly complied with, except in the cases of those two individuals, who have this day had the temerity to repeat their offence; and Toner has since had the audacity to come to the deputy storekeeper's office and tell him, in the presence of the first and second clerks, that he had done so because he did not deem Mr. Read (the pay-clerk) to be entitled to such homage from him.

Office of Ordnance, Woolwich,
26 July 1845.

Gentlemen,

I REGRET being under the necessity of again reporting to you the disrespectful manner in which I am treated by Daniel Toner.

This morning Toner again presented himself in the pay-office without removing his hat (in direct violation of your orders), and on my requesting him to do so, he replied, most insolently, that "if I did not choose to pay him with his hat on, he would get his money of some one else."

Benjamin Wells, a labourer, also seems infected with the same spirit of insubordination, having entered the office in a similar manner to Toner; on my ordering him to remove his hat, he distinctly, in the presence of the foreman, said "he would not."

I have, &c.

The Civil Officers.

(signed) *J. F. H. Read.*

THE Civil Officers at Woolwich to the Secretary to the Honourable Board.

Acknowledging his letter of 30th ultimo, W/830, relative to the misconduct of Daniel Toner, a labourer of this department, and submitting a report of the further misconduct of that individual, with the proceedings of the respective officers thereon, at a meeting held this day.

Office of Ordnance, Woolwich,
11 August 1845.

Sir,
WE have the honour to acknowledge your letter of the 30th ultimo, W/830,

(C.)
Report against
Daniel Toner.

transmitting the enclosed letter of the 9th instant from Mr. John Read, a clerk on the establishment of this office, with the minutes of the military respective officers thereon, together with a report of their proceedings at a meeting held this day, and which, by their desire, we have the honour to submit for the information of the Master-general and Board of Ordnance.

We have, &c.

Richard Byham, Esq.
&c. &c. &c.

(signed) *J. Cheetham*, Storekeeper.
E. M. Sparkes, Deputy Storekeeper.

Office of Ordnance, Woolwich,
11 August 1845.

At a Meeting of the respective officers, held this morning :

Present,—General the Right Honourable Lord Bloomfield, G.C.B. & G.C.H.,
Commandant of the Royal Artillery ; Lieutenant-colonel Barney, Commanding Royal Engineers ; the Ordnance Storekeeper.

A LETTER was read (as annexed), of the 9th inst., from Mr. John Read, a clerk on the establishment of this office, reporting the misconduct of Daniel Toner, a labourer in this department, together with the minutes added thereon by Lord Bloomfield and Colonel Barney, to whom the letter was submitted, on the day of its date, as it involved a question of insubordination, and a breach of the regulations of the department, affecting the good order and discipline of the service ; which are indispensably necessary to be preserved and upheld, for the prompt and diligent execution of the orders of the Master-general and Board of Ordnance.

It was therefore unanimously agreed, that the said Daniel Toner, a labourer in the storekeeper's department, should be suspended, as proposed by the above quoted minutes of the military respective officers, until the Master-general's and Board's pleasure is known.

It is further unanimously felt to be the duty of the respective officers to submit, for the information of the Master-general and Board, that this is not the first attempt of Daniel Toner to resist the orders and regulations of the office, and which has been followed by a similar contempt of the authority of the senior clerk on duty at the time, by Benjamin Wells, another labourer in the department, who has admitted that he was influenced to do so by the example of the said Daniel Toner.

Under all these circumstances the respective officers beg leave to recommend that Daniel Toner be dismissed from this department, and that Benjamin Wells be very severely reprimanded, to prevent any such recurrence of insubordination.

(signed) *Bloomfield*, Lieut.-general, Commandant.
Geo. Barney, Lieut.-colonel, Royal Engineers.
J. Cheetham, Storekeeper.

Office of Ordnance, Woolwich,
9 August 1845.

Gentlemen,

I HAVE again occasion to complain of the conduct of Daniel Toner, who, notwithstanding the order conveyed by the Honourable Board, that he should comply with the order of the office, this morning entered the pay-office without removing his hat ; and, on my requesting him to do so, he declined, offering as a reason that some of the foremen did not, when coming to receive their keys of the storehouse. but which was before I had commenced paying ; and that he

COPY OF REPORT AGAINST DANIEL TONER.

53

(C.)
Report against
Daniel Toner.

As I find it would be quite impossible for me to perform my duty satisfactorily whilst such a spirit of insubordination is suffered to exist, I have most respectfully to bring the conduct of this man under your cognizance, that such a representation may be made to the Honourable Board as will protect me in my official capacity.

The Civil Officers.

I have, &c.
(signed) J. M. Read.

Gentlemen,

15 August 1845, W/850.

HAVING submitted to the Master-general and Board your letter, dated the 11th instant, relative to the conduct of Daniel Toner, a labourer in the store-keeper's department, I am directed by the Board to acquaint you that the Master-general has thought proper to dismiss Daniel Toner from the service of the department.

You will be pleased to notify the Master-general's decision to Daniel Toner.

The Civil Officers, Woolwich.

I am, &c.
(signed) R. Byham.

(D.)

COPIES of CORRESPONDENCE that has passed between *Daniel Toner* and the Board of Ordnance.

(D.)
Correspondence
between
Daniel Toner and
Board of Ordnance.

TO the Right Honourable the Master-general and the Honourable Board of Ordnance.

A CHARGE having been preferred against me to your Honourable Board, signed by certain officers connected with the Royal Arsenal, at Woolwich, charging me, I believe, with acts of insubordination, I deem it my duty to lay before your Honourable Board the facts that have transpired since the complaint I made against the late deputy storekeeper. I am at present ignorant of the precise nature of the charges brought against me, as I was not allowed to defend myself before the respective officers, nor was any explanation asked of me at the time. When charges were preferred by me against the late deputy storekeeper, I was in possession of facts of a similar nature connected with other persons of the establishment; but purely out of motives of kindness for them, and in the hope that one example would put an effectual stop to those practices, I abstained from bringing these facts under the consideration of your Honourable Board; but ever since that affair I have experienced a continual series of annoyances from those persons, which have almost led me to abandon the service in disgust, but for the consciousness that in making the complaints I did, I was only doing no more than my duty towards your Honourable Board and the public; although the storekeeper and clerks of the department were fully aware that those gross acts were practised unnoticed by them. The motives that have influenced those persons to annoy have been, I believe, solely owing to the fact that a stop has been put to the practices which formerly prevailed, and by which at least I can satisfy your Honourable Board, 500 l. per annum has been saved. Previous to the day that the deputy storekeeper was discharged, but after I had preferred the charges against him, these annoyances commenced, and the following is a short summary of the practices pursued towards me: On the 29th April I was waiting at the call-office, at one o'clock, in company with Bartholomew Lawler, a labourer in the department, when a stone was thrown in the direction where we stood with such a force that it struck Lawler, and penetrated his hat. I reported the circumstance the same day to the storekeeper, when he promised to issue an order cautioning the men against doing the like again, but he never performed his promise. I afterwards made a complaint to Captain

(D.)
Correspondence
between
Daniel Toner and
Board of Ordnance.

Gentlemen,

Royal Arsenal, 21 July 1845.

HAVING reason to suspect, from the manner that I am treated, that a combination does exist amongst some of the friends of the late deputy storekeeper, Mr. Jones, to get me discharged from this department, I beg, gentlemen, to call your attention to a few facts which have recently occurred to confirm me in that opinion.

Mr. Wright, a clerk in your office, having made a written report against me to J. Cheetham, esq., on the 23d June last, but, for reasons best known to himself, he afterwards withdrew the same; and again, on the 17th instant, I was insulted publicly, at the second morning call, by John Cope, coxswain of the storekeeper's boat, and an assistant foreman, whose duty it was to keep order and regularity, but who was the first to break it, by grinning, laughing, and threatening to mark me and report me, and laid to my charge the irregularities he actually committed himself. And again, on the 19th instant, I went to the pay-table in the usual way, when, to my great surprise, Mr. Read, the assistant pay-clerk, ordered me to uncover in his presence, and considering it a great piece of presumption on the part of Mr. Read, I could not consistently comply with his order, which I consider he had no right to issue. The reason I suspect for the above three acting in the manner they have done towards me, is, they were formerly in the habit of employing men, whilst in the receipt of public pay, on their own private affairs, and appropriating public property to their own private purposes.

I am, &c.

The Civil Officers, Royal Arsenal.

Daniel Toner.

Mr. Read ordered me to uncover on the 9th of August, and I obeyed his order; but I remonstrated with him, in looking for such homage to be paid towards him, and Mr. Read made a report against me on the following Monday to the storekeeper, and I was suspended from my work, I was told, by order of the respective officers, the Right hon. Lord Bloomfield and Colonel Barney, Royal Engineers. I had no opportunity of defending myself from the charges brought against me, nor of offering any explanation as to my conduct; and I believe the only reason why his Lordship the Commandant and the Commanding Engineer was called in was in the hope that the sanction of their high names would induce your Honourable Board at once to discharge me. I trust that I shall receive at the hands of your Honourable Board that fairness and impartiality you have hitherto shown towards me.

I am, &c.

15 August 1845.

D. Toner.

TO the Right Honourable the Master-General and the Honourable
Board of Ordnance.

The humble Petition of *Daniel Toner.*

Showeth,

THAT your petitioner served ten years in the Royal Regiment of Artillery, and was discharged from the above regiment with an exemplary character; that your petitioner was entered as a labourer in the storekeeper's department, Royal Arsenal, by your Honourable Board's order of 2 September 1842, and was discharged from the said department by your Honourable Board's order of the 15 August 1845. Your petitioner always conducted himself with becoming respect towards his superiors, from the time that you were pleased to appoint him

offend Mr. Read, the assistant pay-clerk, I was greatly agitated by a labourer in the department, named Robert Wilkie, who told me in the presence of several of the men, that I had helped myself well out of the money that I had raised by subscription a few days previous for Cornelius Egan, late a labourer in the department. This occurred shortly before I went into the presence of Mr. Read, the assistant pay-clerk, and if I said anything that was offensive to Mr. Read, it was in the heat of temper. Trusting that your Honourable Board may see some extenuating circumstances in my case, and be so kind as to reinstate me to my former employment, and if I should be so fortunate to have my request granted, I shall make it my constant study to give every satisfaction in my power to your Honourable Board and the officers of the establishment. Justice having been satisfied in my discharge, your Honourable Board would be doing an act of kindness by ordering me to be reinstated to my former employment.

And your petitioner, as in duty bound, shall ever pray.

6, Red Lion-street, Woolwich,
20 August 1845.

(signed) *Daniel Toner.*

(D.)
Correspondence
between
Daniel Toner and
Board of Ordnance.

Daniel Toner,

Office of Ordnance,
25 August 1845, T/1100.

HAVING laid before the Master-general and Board of Ordnance your application dated the 15th instant, in reference to the circumstances which have led to your dismissal from the situation of a labourer in the storekeeper's department, at Woolwich, I am directed to acquaint you, in answer, that the Master-general and Board abide by the decision they have come to on your case.

Woolwich.

(signed) *R. Byham.*

TO the Right Honourable the Master-general and the Honourable
Board of Ordnance.

The Petition of *Daniel Toner*,

Humbly sheweth,

THAT your petitioner has now been discharged from the Royal Arsenal eight months, during which time he has not been able to obtain any situation. Your petitioner was in hopes that your Honourable Board would have granted him an impartial hearing of the charge brought against him, when he would have been able satisfactorily to prove the falsehood of these charges. Your petitioner begs respectfully to remind your Honourable Board of the service which he rendered by exposing a system which met with the severest reprobation of your Honourable Board. The only reward your petitioner has obtained for this, has been to be allowed to fall a victim to a plot laid against him, which he repeats he can prove to your Honourable Board to have been untrue. Your petitioner therefore prays that your Honourable Board will be pleased to restore him to his former situation, or to give him an opportunity of disproving the charges brought against him, in order that he may receive such a character from the head of his department as will enable him to obtain another situation, and your petitioner, as in duty bound, will ever pray.

6, Red Lion-street, Woolwich,
30 April 1846.

Daniel Toner,

Office of Ordnance,
6 May 1846, T/1100.

HAVING laid before the Master-general and Board of Ordnance your application, dated the 30th ultimo, I am directed to acquaint you, in reply, that your case has been already fully disposed of by the Master-general and Board.

(D.)
Correspondence
between
Daniel Toner and
Board of Ordnance.

TO the Most Noble the Marquis of *Anglesea*, K.G., G.C.B., and G.C.H.,
Master-General, and the Honourable Board of Ordnance.

The humble Petition of *Daniel Toner*,

Showeth,

THAT your Petitioner was enlisted as a drummer in the Royal Regiment of Artillery, on the 8th December 1828, at the age of 14 years, from the Royal Military Asylum, Chelsea, having been in that establishment upwards of eight years. Your petitioner was discharged from the Royal Artillery on the 9th October 1838, for defective vision, having served in the Royal Artillery for a period of 10 years, and owing to his exemplary character is now receiving a pension of 6 *d.* per diem. Your petitioner was entered as a labourer in the storekeeper's department of the Royal Arsenal, on the 8th of September 1842, and his conduct gave general satisfaction to the officers of that department; but having, in the month of April 1845, preferred charges against Mr. Jones, the late deputy storekeeper of the Royal Arsenal, your petitioner was from that time exposed to continual insults and annoyances from persons in the Royal Arsenal, who ardently wished to get rid of him, and on the 15th August 1845 your petitioner was dismissed from the Royal Arsenal, through a false charge that was brought against him by Mr. Read, a clerk in the Royal Arsenal, which your petitioner is prepared to prove was entirely false, Mr. Read being desirous to get rid of your petitioner. Having brought the conduct of Mr. Read under the notice of the Court of Inquiry in Mr. Jones's case, your petitioner's father advised, at the time he first preferred the charges against Mr. Jones, not to press them, for he was certain that the officers would have me discharged. My father has been 19 years a labourer in the Royal Arsenal, in the storekeeper's department. If your Honourable Board will be pleased to read the proceedings of the Court of Inquiry, your Honourable Board will then be able to form an opinion why Mr. Read was so anxious to get rid of me. Your petitioner has now been out of employment upwards of 13 months, and is at present without any means of supporting himself, having only his military pension of 6 *d.* per diem to live on. Your petitioner humbly prays that your Honourable Board will be pleased to take his case into your favourable consideration, and be pleased to reinstate him to his former employment in the Royal Arsenal, and your petitioner pledges himself to your Honourable Board that he will behave towards his superiors with that respect which is due from a subordinate to a superior.

Your petitioner begs to inform your Honourable Board that he is prepared to prove before your Honourable Board, or before a Court of Inquiry, that several pounds worth of the public property is now in the Royal Arsenal, and at the houses of several officers and clerks, which have been taken from the public stores, and a false entry made of the same, and he is prepared with facts to prove the same, which he can take any member of the Board to the spot where the articles are, and bring forward the parties that took them from the stores, which would surprise your Honourable Board. Your petitioner being in great distress, trusts that your Honourable Board will be pleased to order him a portion of the penalty of 214*l.* that was paid by Mr. Jones, agreeable to barrack form No. 70, which is posted in the Royal Arsenal, and at the Royal Artillery Barracks, Woolwich, and which are extracts from the Acts of Parliament of the 9th & 10th years of the reign of King William 3, and the 39th & 40th of King George 3.

And your petitioner as in duty bound will ever pray.

A R
fa
Pe
N

Sh

Sphen

Off
;

TRIGONOMETRICAL SURVEYS.

RETURN to an ORDER of the Honourable The House of Commons,
dated 11 February 1847;—for,

AN ABSTRACT “of the Aggregate Amount Paid in each Year, on account of the SURVEY of COUNTIES and the TRIGONOMETRICAL SURVEYS; distinguishing the Amount for *England, Ireland* and *Scotland*, since the Commencement up to January 1847, and the Total Amount for each Kingdom, and for the United Kingdom:”

AN “ACCOUNT of the Number of Sheets or Maps of Survey of each Kingdom Finished; the Number of Sheets Sold in each Year to the Public; the Rate of Charge per Sheet; and the Amount Received in each Year from the Sale of the Maps:”

AN “ACCOUNT of any Steps taken, by introducing the Electrotpe or other Process, to produce Copies of the said Maps which may be Sold to the Public at a Reduced Rate:”

AN “ACCOUNT of the Number of Copies so made; the Number Sold; the Prices at which Sold; and the Amount Received for the same.”

Note.—The information called for is given in the accompanying Returns, Nos. 1, 2, 3, 4, 5, & 6.

By order of the Master-General and Board of Ordnance.

Office of Ordnance, }
5 March 1847. }

R. BYHAM,
Secretary.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
11 March 1847.

— No. 1. —

ABSTRACT of the Aggregate Amount paid in each Year on Account of the SURVEY of COUNTIES and the TRIGONOMETRICAL SURVEYS; distinguishing the Amount for *England, Ireland, and Scotland*, since the Commencement up to January 1847, and the Total Amount for each Kingdom, and for the United Kingdom.

YEAR.	ENGLAND.	I R E L A N D.									SCOTLAND.	TOTAL.
		Survey.			Engraving and Printing.			TOTAL.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
1791 to } 1811 - }	44,409 10 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	44,409 10 5		
1812 -	7,604 8 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7,604 8 2		
1813 -	9,752 14 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	9,752 14 6		
1814 -	8,507 14 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,507 14 2		
1815 -	8,893 16 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,893 16 2		
1816 -	8,986 4 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,986 4 3		
1817 -	11,323 10 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	11,323 10 2		
1818 -	8,253 12 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,253 12 7		
1819 -	9,309 9 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	9,309 9 11		
1820 -	7,620 18 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7,620 18 1		
1821 -	8,480 7 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,480 7 3		
1822 -	7,595 4 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7,595 4 3		
1823 -	8,387 19 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8,387 19 4		
1824 -	6,871 8 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	6,871 8 2		
1825 -	8,123 13 2	75,093 14 3	1,258 3 -	76,351 17 3	-	-	-	-	-	101,445 14 8		
1826 -	9,206 8 7											
1827 -	7,763 15 8											
1828 -	7,482 15 5	41,800 16 10	870 11 8	42,671 8 6	-	-	-	-	-	50,154 3 11		
1829 -	8,194 6 4	38,571 6 7	1,105 10 7	39,676 17 2	-	-	-	-	-	47,871 3 6		
1830 -	9,111 8 4	37,552 13 6	1,220 6 11	38,773 - 5	-	-	-	-	-	47,884 8 9		
1831 -	9,878 9 6	31,775 3 8	872 15 5	32,647 19 1	-	-	-	-	-	42,526 8 7		
1832 } Mar.Qr. }	2,311 4 -	7,938 16 5	227 4 2	8,166 - 7	-	-	-	-	-	10,477 4 7		
1832-3	10,388 17 -	32,382 10 3	1,558 10 -	33,941 - 3	-	-	-	-	-	44,329 17 3		
1833-4	8,277 14 9	31,658 - 4	2,592 19 1	34,250 19 5	-	-	-	-	-	42,528 14 2		
1834-5	10,873 10 9	35,592 19 -	4,389 15 10	39,982 14 10	-	-	-	-	-	50,856 5 7		
1835-6	11,392 5 7	40,157 - 4	4,855 8 6	45,012 8 10	-	-	-	-	-	56,404 14 5		
1836-7	13,480 5 11	47,759 12 5	5,207 6 5	52,966 18 10	-	-	-	-	-	66,447 4 9		
1837-8	13,278 19 3	56,173 2 8	5,601 19 6	61,775 2 2	From 1819.			5,095 15 1	80,149 16 6			
1838-9	12,732 7 10	60,297 - 2	5,779 8 6	66,076 8 8				1,109 7 11	79,918 4 5			
1839-40	8,751 8 6½	63,468 14 11	5,659 1 4	69,127 16 3				1,802 3 3	79,681 8 -½			
1840-1	15,185 6 10½	60,094 1 2	5,869 7 8	65,963 8 10				2,890 9 3	84,039 4 11½			
1841-2	35,645 8 9	39,772 15 6	6,272 5 3	46,045 - 9				2,675 2 5	84,365 11 11			
1842-3	73,304 8 5½	11,723 13 4	8,119 9 4	19,843 2 8				- - -	93,147 11 1½			
1843-4	61,985 2 7½	5,562 1 1	7,306 8 -	12,868 9 1				2,548 17 4½	77,402 9 1			
1844-5	47,777 9 -¼	5,568 5 1	6,555 17 3	12,124 2 4				5,526 10 11½	65,428 2 4			
1845-6	39,089 2 -¾	5,606 15 -	5,889 19 4	11,495 14 4				6,727 3 -¾	57,311 19 5½			
Up to } Jan. } 1847 - }	28,456 6 11½	4,811 5 -¼	2,940 19 3	7,752 4 3½				7,947 2 8½	44,155 18 11½			

— No. 2. —

Sheets of the ORDNANCE MAP of *England and Wales* Publications Sold to the Public, the Amount Received, and the Rate of it since 1825.

per	Average Price per Sheet.	Number of Impressions Sold.	Gross Amount Received for the Maps Sold, not deducting Agency.	Allowance per Cent. for Agency.
	£. s. d.		£. s. d.	£.
-	15 4½	948	631 - -	10
-	15 4½	434	316 13 -	—
-	15 4½	407	285 19 -	—
-	15 4½	326	239 6 -	12
-	10 4	676	306 14 -	12
-	9 8½	720	339 14 -	—
-	10 7	1,046	582 7 -	31 ½
-	10 4½	1,046 ½	626 3 1 ½	31 ½
-	9 4½	1,535 ½	915 5 10 ½	31 ½
-	8 7½	1,886 ½	1,145 13 7 ½	40
-	8 4½	1,986 ½	1,206 4 4 ½	40
-	7 10½	3,982 ½	2,456 18 6	40
-	7 6	2,830	1,253 3 3	45
-	7 3½	3,443	1,184 9 3	45
-	7 1½	4,186 ½	1,378 16 6	45
-	6 9½	3,990 ½	1,327 12 3	45. 35. 30
-	6 7½	4,324	1,445 3 3	35. 30
-	6 4½	2,916 ½	984 14 6	35. 27 ½. 10
-	6 3	3,737 ½	1,263 7 -	35. 27 ½
-	6 3	10,689 ½	3,614 1 9	35. 27 ½
-	6 3	28,396 ½	9,631 18 9	35. 27 ½
-	6 3	13,253 ½	4,404 18 6	25
TOTAL - - -		92,711 ½	35,540 3 6	

f the Ordnance Maps of England and Wales was allowed 100 l. the year 1830, to cover the expenses of agency.

Thos. Colby, M.-General.

— No. 3. —

ons in the Prices of the ORDNANCE MAP of *England and Wales*, since the Year 1825.

SHEET.		Sheet.	RATE PER SHEET.			
	1837.		1825.	1829.	1831.	1837.
d.	s. d.		s. d.	s. d.	s. d.	s. d.
-	8 -	19	16 -	10 -	12 6	7 -
6	4 -	20	11 -	7 -	9 -	5 -
6	7 -	21	17 -	11 -	14 -	8 -
6	3 -	22	11 -	7 -	9 -	5 -
6	7 -	23	5 -	4 -	5 -	3 -
-	8 -	24	9 -	6 -	7 6	5 -
-	8 -	25	17 -	11 -	14 -	8 -
-	8 -	26	17 -	11 -	14 -	8 -
6	7 -	27	7 -	5 -	6 6	4 -
-	6 -	28	4 -	4 -	5 -	3 -
6	7 -	29	4 -	4 -	5 -	3 -
6	7 -	30	13 -	8 -	10 -	5 -
6	7 -	31	13 -	8 -	10 -	5 -
6	7 -	32	4 -	4 -	5 -	3 -
6	7 -	33	7 -	5 -	6 6	4 -
6	3 -	34	- -	10 -	12 6	7 -

Sheet.	RATE PER SHEET.				Sheet.	RATE PER SHEET.			
	1825.	1829.	1831.	1837.		1825.	1829.	1831.	1837.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
37	-	8 -	9 -	5 -	64	17 -	11 -	14 -	8 -
38	7 -	5 -	6 6	4 -	65	17 -	11 -	14 -	8 -
39	4 -	4 -	5 -	3 -	66	-	-	-	8 -
40	15 -	9 -	11 6	7 -	67	-	-	-	8 -
41	-	-	14 -	8 -	68	-	-	-	5 -
42	-	-	14 -	8 -	69	16 -	10 -	12 6	7 -
43	-	-	12 6	7 -	70	17 -	11 -	14 -	8 -
44	-	10 -	12 6	7 -	71	-	-	12 6	7 -
45	-	-	12 6	7 -	72	-	-	12 6	7 -
46	-	-	14 -	8 -	73	-	-	12 6	7 -
47	17 -	11 -	14 -	8 -	74	-	-	-	8 -
48	15 -	9 -	11 6	6 -	75	-	-	-	7 -
49	-	-	-	3 -	76	-	-	-	3 -
50	-	-	-	8 -	77	-	-	-	3 -
51	-	-	14 -	8 -	78	-	-	-	7 -
52	-	-	14 -	8 -	79	-	-	-	7 -
53	-	-	12 6	7 -	80	-	-	-	7 -
54	-	-	12 6	7 -	81	-	-	-	7 -
55	-	-	12 6	7 -	82	-	-	-	7 -
56	-	-	14 -	8 -	83	17 -	11 -	14 -	8 -
57	-	-	12 6	6 -	84	11 -	7 -	9 -	5 -
58	4 -	4 -	5 -	3 -	85	7 -	5 -	6 6	4 -
59	-	-	10 -	5 -	86	17 -	11 -	14 -	8 -
60	-	-	14 -	8 -	87	-	-	-	7 -
61	-	-	12 6	7 -	88	-	-	-	7 -
62	-	-	12 6	7 -	89	-	-	-	7 -
63	-	-	12 6	7 -	90	-	-	-	3 -

25 February 1847.

Thos. Colby, M.-General.

— No. 4. —

ACCOUNT of the Number of Sheets of the ORDNANCE MAPS of *Ireland* Published, the Number of Sheets Sold to the Public, the Rate of Charge per Sheet, and the Amount Received in each Year from the Sale of the Maps.

YEAR.	Total Number of Sheets Published.	Ordnance Survey Maps.		Railway Maps.		Land Tenure Maps.		Gross Amount Received for the Maps Sold, not deducting Agency.	Allowance per Cent. for Agency.
		Number Sold.	Rate per Sheet.	Number Sold.	Rate.	Number Sold.	Rate.		
1833	50	2,426	Full sheets 5s. each, Half-sheets and County Indexes 2s. 6d. each.	-	-	-	-	£. s. d. 463 15 -	35
1834	188	6,311		-	-	-	-	1,174 5 -	
1835	290	5,911		-	-	-	-	1,083 3 3 1/4	
1836	495	8,416		-	-	-	-	1,516 2 6	
1837	638	8,703		-	-	-	-	1,630 10 -	
1838	807	6,435		-	-	-	-	1,179 10 -	
1839	854	4,885		2,412	£. 1 per set, of six sheets.	-	-	1,326 5 -	
1840	1,101	6,300		546		-	-	1,313 7 6	
1841	1,332	5,284		576		-	-	1,146 - -	
1842	1,456	6,219		180		-	-	1,252 12 6	
1843	1,589	6,655		240		-	-	1,370 7 5 1/4	
1844	1,679	16,683		360		-	-	3,485 12 11 3/4	
1845	1,834	25,420		894		55	2s. 6d. each.	5,390 2 5 1/4	
1846	1,946	9,352		198		44		1,977 16 5 1/4	

— No. 5. —

ACCOUNT of the Steps taken, by introducing the ELECTROTYPE PROCESS, to produce Copies of the ORDNANCE MAPS of Ireland.

An electrotype apparatus has been in operation for some time at the Ordnance Survey Office, Dublin. It is constructed to admit of four of the copper plates of the Townland Survey being copied simultaneously, and its average rate of production may be taken at four pounds of electro-copper daily. An additional apparatus, of equal capability, is in course of erection, and may be expected to be ready by the 31st March next.

The process has been principally employed in obtaining duplicate copper plates of the Ordnance maps of Donegal, on which to engrave the numerous additions, &c., which are necessary to make them equal in minuteness of detail to the maps of the southern counties of Ireland; and it has in this way been the means of saving the cost of re-engraving the original survey, the change which has taken place in the face of the country since that survey was made being so considerable that the requisite corrections could not possibly have been made on the original copper sheets.

The apparatus will be similarly valuable in the revision which is to follow the Ordnance maps of the other northern counties of Ireland.

It is at the present being made available for taking copies of the copper plates of "The Railway Commissioners' Map of Ireland, upon which it is intended to engrave the boundaries of the Poor-law unions and electoral divisions, a map of that kind being at present required by the Government.

A similar application of the process was made in 1845, by which "The Land Tenure Commissioners' Map of Ireland was produced.

Lastly, this valuable art has been applied to the multiplication of copies of such of the survey copper plates as were liable to be worn out by the number of impressions required from them.

25 February 1847.

Thos. Colby, M.-General.

— No. 6. —

ACCOUNT of the Number of DUPLICATE COPPER PLATES produced by the ELECTROTYPE PROCESS, the Number of Impressions Sold, the Prices at which Sold, and the Amount Received for the same.

Number of Duplicate Copper Plates produced by the Electrotpe Process.			Probable Number of Impressious from Electrotpe Plates of the Maps of Ireland which have been Sold.				Total Amount Received, deducting Per Centage allowed for Publication.	REMARKS.
Map of Ireland.		Map of England.	Ordnance Survey Maps.		Land Tenure Maps.			
Plates Complete.	Plates in Progress.	Quarter Plates Complete.	Number.	Rate of Charge.	Number.	Rate of Charge.		
36	133	6	825	Full Sheets, 5 s. each. Half Sheets, 2 s. 6 d. each.	99	2 s. 6 d. each.	£. s. d. 142 10 1	No separate account has been kept of the number of impressions from electrotpe plates which have been sold, but the numbers entered are probably very near the truth.

The six quarter plates of the Ordnance Map of England and Wales have recently been electrotyped, but no impressions have yet been taken for sale to the public.

25 February 1847.

Thos. Colby, M.-General.

TRIGONOMETRICAL SURVEYS.

AN ABSTRACT of the Amount Paid since the Commencement up to January 1847; Number of Maps Finished, Sheets Sold, Rate per Sheet, &c.

(Mr. Hume.)

*Ordered, by The House of Commons, to be Printed,
11 March 1847.*

A COP

A COL

(Confid

To Fi

M

WE

Majest

to inqu

Our

that d

Lordst

Fron

bring

Warne

duty.

The

Gover

of the

prepar

perfect

We

given

culties

the un

made

that th

We

having

or othe

Offi

5

MR. WARNER'S INVENTION.

**COPY of REPORT of OFFICERS appointed to
make a Trial of Mr. Warner's LONG RANGE.**

(Sir Charles Napier.)

*Ordered, by the House of Commons, to be Printed,
10 March 1847.*

MR. WARNER'S INVENTION.

RETURN to an ORDER of the Honourable The House of Commons,
dated 25 March 1847;—for,

A COPY “ of the INSTRUCTION given by the Board of Ordnance to the Officers appointed for the Examination of the Invention of Mr. *Warner*, called the LONG RANGE.”

A COPY “ of the JOURNAL of the PROCEEDINGS of the Officers so appointed by the Board of Ordnance to conduct the Examination.”

Ordered, by The House of Commons, to be Printed, 12 April 1847.

— No. 1. —

INSTRUCTIONS to Captain *Chads*, R.N., and Lieut.-colonel *Chalmer*, R.A., appointed a Committee to inquire into the probable Value of Captain *Warner's* Inventions.

1. As these inventions are the property of Captain Warner, the value of which he is desirous of making known to the Government, it will be a principle with the Committee not to seek to obtain any knowledge of them. Some of these secrets it is probable may unavoidably unfold themselves, whilst there may be others that Captain Warner may find it expedient to explain.

2. These officers will hold everything that passes between them and Captain Warner to be strictly confidential, and from which nothing can absolve them but the express order of their superiors; and they will maintain a complete reserve in regard to what shall take place, and in their observations upon them, even in matters that may appear to be trivial.

3. Their researches will be directed rather to palpable effects, and a clear exhibition of the powers claimed to be possessed by Captain Warner, than to his manner of obtaining them.

4. And with a view to arriving at an early and satisfactory decision, the attention of the Committee will be directed, in the first instance, to the power of the “Long Range,” which is considered the most important to the public service, and which Captain Warner has consented, in his previous correspondence with Government, to put to a “full and complete test.”

5. Should this point be established, the Committee will make their report to the Master-general, and proceed further to the trial of the “Invisible Shells.”

6. The principal objects of inquiry would seem to be—

1st. The force of his explosive material in proportion to its bulk, by some effects, the intensity of which can be measured in a more satisfactory manner than by sinking a ship.

2d. The duration of the maintenance of the power under different circumstances; such as the length of time that its properties can be preserved, and the period its powers may be retained under water.

3d. Safety in handling, in keeping, and in using.

4th. Whether readily exploded by simple contacts, and if so, by what degree

RETURNS RESPECTING MR. WARNER'S

5th. Whether the persons in possession can themselves lay it down and remove it even from the water, in safety, by using precautions that can be defined.

6th. Whether the secret can be kept after using these inventions; that is, whether, even if not to be perceived by persons witnessing the experiments, it can be kept, and in what degree, from those who must be engaged in preparing the material, and in using it.

7. An estimate of the probable expense of each of these experiments, to be prepared by Captain Warner and the Committee, will be submitted to Government for approval; and any sum that may be authorized will be advanced to Captain Warner in such manner as the First Lord of the Treasury may please to direct.

8. The Committee will very fully explain to Captain Warner that it is not desired that he should reveal his secret, or any part thereof; but if in the course of proceedings he should be desirous of doing so, that it must be in writing, and he must clearly understand that this will not establish any claim on the Government for remuneration.

(signed) *Anglesey*, Master-General.

— No. 2. —

JOURNAL of the PROCEEDINGS of the Committee appointed to Inquire into Captain Warner's Inventions.

13th August 1846.—Captain Chads, R. N. and Lieut.-Colonel Chalmer, R. A. (having received orders to that effect), repaired to the official residence of the First Lord of the Treasury, where they met Lord John Russell, the Marquis of Anglesey, Viscount Ingestre, and Captain Warner.

Lord Anglesey read the proposed instructions to be given to Captain Chads and Lieut.-colonel Chalmer, which were assented to by Captain Warner.

Lord John Russell stated it to be his wish that all reports should be made confidentially to the Master-general of the Ordnance, to be laid before him.

It was intimated by Captain Warner, that he should wish that Lord Ingestre might be present at all the meetings of the Committee and at all the trials, if he thought proper, which was assented to by Lord John Russell and Lord Anglesey.

Lord John Russell and Lord Anglesey then retired.

Much conversation took place on the subject of the course of experiments necessary to test the practicability of the "Long Range." Captain Warner stated that he found it impossible to come to a proper understanding without he was permitted to disclose a part of his secret, which he proposed to do, and which was assented to by the Committee, under the sanction and caution contained in paragraph 8 of the Master-general's Instructions.

Captain Warner then produced five drawings (marked 1, 2, 3, 4, 5,) showing that his mode of operation is by means of an air balloon.

The Committee submitted to Captain Warner the following experiment, requesting from him an estimate of the cost of carrying it out, viz., that he should construct a balloon capable of carrying 45 projectiles; that he should deposit 15 of these at 4 miles; 15 at 4½ miles; and the remaining 15 at 5 miles.

15th August 1846.—Captain Warner delivered in his estimate for the expenses of the trial proposed to be made to test his "Long Range," amounting to 1,300 £.

19th August.—The Committee met Captain Warner at Eastey's Hotel on the subject of the estimate, and consented to forward it to Government with as little

27th August.—Treasury letter, authorizing the sum of 1,300*l.* to be placed at the disposal of the Committee, for the purpose of the experiment, to be applied at such times, in such proportions, and to such extent, in the whole, as they may consider necessary.

28th August.—Informed Captain Warner of the Treasury letter, sending him a copy thereof.

2d September.—Received a letter from Captain Warner, requesting, for certain reasons, that the whole sum of 1,300 *l.* might be given to him, and offering to give security for the due performance of the experiment proposed. (B.)

5th September.—Wrote to the Master-general, conveying Captain Warner's request, and asking for the assistance of the Ordnance solicitor, as to the security to be given by Captain Warner. (C.)

10th September.—The Committee met at No. 10, Arlington-street. The Treasury letter of 27th August, and Captain Warner's of the 2d September, read: Captain Chads and Lieut.-colonel Chalmer waited on the Marquis of Anglesey at the Ordnance Office on the subject of the security to be given by Captain Warner to the Government for the 1,300 *l.*; the parties were referred to the Ordnance solicitor, and it was finally arranged that Lord Ingestre's bond for this sum should be taken.

With respect to the experiment agreed upon at the meeting of the 13th August, it was now suggested by the Committee, and assented to by Captain Warner, that the number of projectiles should be 30, instead of 45, and that each projectile should weigh at least 10 lbs. and that 10 should be substituted for 15, at the distances agreed upon; and it was further agreed upon that Captain Warner should be in communication with Lieutenant-colonel Chalmer, with the view of selecting a spot suitable for the experiment, and that he will endeavour to be ready in all respects by the first week in October.

11th September.—Letter from Lord Ingestre to Lieutenant-colonel Chalmer, requesting him to hand over the sum of 1,300 *l.* at once to Captain Warner, and to pay it into Messrs. Hoare's, bankers, Fleet-street, to the account of Captain J. A. Warner.

12th September.—Lieutenant-colonel Chalmer received the 1,300 *l.* at the Treasury, and paid it into Messrs. Hoare's to the account of Captain Warner, taking the usual banker's receipt for the same.

28th September.—The Committee wrote to Captain Warner inquiring as to the progress, and to the fixing the place for the experiment.

29th September.—Captain Warner's reply, that in the course of a few days he would call on Lieutenant-colonel Chalmer, and arrange the spot for the trial.

26th October.—Lieutenant-colonel Chalmer met Captain Warner at the London Terminus of the Eastern Counties Railway, and proceeded with him to Brentwood, there they got into Captain Warner's gig, and proceeded to Southend, passing through Ragleigh, and examining the country round, to see if it presented any clear or open spot for the experiment; none such could be found; they put up at Southend.

27th October.—Examined the ground at Potter Island, and in the neighbourhood, without success; towards evening Lieutenant-colonel Chalmer directed the attention of Captain Warner to the extensive sands at Shoebury Ness, and all along to Foulness, as a place well calculated in every respect for the experiment. Captain Warner examined the locality, and found a farm-house near at hand, which he thought would answer for his machinery, &c., and endeavoured to see the proprietor, but he was not to be found, and it being late Lieutenant-colonel Chalmer and Captain Warner returned to Southend.

28th October.—Went from Southend to Great Wakering to see the proprietor

to London, and the afternoon being foggy prevented their examining other situations.

Lieutenant-colonel Chalmer left Captain Warner under an understanding that the only objection he had to Shoebury Ness Sands for the experiment, was its being too near Great Wakering. Captain Warner promised to examine Dimechurch, and other situations, and to summon Lieutenant-colonel Chalmer when he thought he had found an eligible situation.

9th November.—Lieutenant-colonel Chalmer proceeded to Stafford, having previously received notice from Captain Warner that a suitable situation for the experiment would be found on Carrnock Chase.

10th November.—Lord Ingestre met Lieutenant-colonel Chalmer at Silkmore, near Stafford, took him in his gig to Haywood Park, and was kind enough to lend him a horse for the purpose of surveying the Chase; they rode over this for some hours; Captain Warner had previously seen the ground, and approved of it, and had selected a place at Haywood Park suitable in all respects for his operations; and as there was a clear uninterrupted space of many miles, Lieutenant-colonel Chalmer consented to the situation for trying the experiment, and, on his return to London, reported accordingly to the Marquis of Anglesey, to whom the Chase belonged, who most readily gave his consent, directing at the same time that every assistance should be given by his keepers; and Captain Warner was informed to this effect, and requested to proceed with his preparations for the experiment with as much haste as possible, on account of the advanced season of the year.

20th November.—Letter from Lord Ingestre, stating that everything was progressing as fast as possible, and expressing hopes that all would be ready for Monday (23d), and requesting Captain Chads and Lieut.-colonel Chalmer to sleep at Birmingham on Sunday night (22d), where they should find a letter detailing the movements for the next day.

22d November.—Captain Chads and Lieut.-colonel Chalmer left London by the mail train at 8 h. 45 m. for Birmingham, where they found a letter from Lord Ingestre, stating that the experiment would not take place the following day.

23d November.—Lieut.-colonel Chalmer and Captain Chads took a chaise from Stafford to Haywood Park; the day was very wet, foggy, and unfavourable, so that little was to be seen; they went on to Ingestre, having received the honour of an invitation from Earl Talbot.

24th November.—Lord Ingestre drove Captain Chads and Lieut.-colonel Chalmer over to Haywood Park Farm, where Captain Warner was located, in a wood near which he was preparing his machinery for the experiment. Lord Ingestre went out to seek Captain Warner, who came to the farm-house by another route.

Lord Anglesey rode up to the farm about one o'clock, expecting to find us all there, but Lord Ingestre was not present.

Captain Warner was asked when he could act; he replied that he must have a northerly wind to give him the necessary range; that he would act from the place on which his machinery now was, as it was not necessary that he should see the spot he was to act against. It was mentioned to Captain Warner, that we ought to see that all was fair, and that no one went up in the balloon. He objected to our seeing his operations, and, as to any persons going up in the balloon, he stated "that would be impossible," as, when the last flight of missiles took place, the balloon would be burnt; that he should drop many more balls than specified as the balloon went along the range, some of them having small flags that they might be the more readily found and seen. One of the balls he showed us, made of copper filled with lead, about the size of a 12 lb. shot.

The Fair Oak, a large old tree, about three miles distant from the station at Haywood Park, in a S. S. W. direction, was fixed upon as the mark for the first flight of shot, and there Captain Chads was to be stationed, and Lieut.-colonel

Lord Anglesey met Lord Ingestre after the meeting, and told him what had passed.

25th November.—The following arrangement was agreed upon between Lord Ingestre and Captain Warner, on one part, and Captain Chads and Lieut.-colonel Chalmer on the other:—

1. Captain Warner to send over to Lord Anglesey as early as possible on the morning of the day on which he means to operate.
2. The time of operation to be as near noon as convenient.
3. A pilot to be sent up half an hour precisely, and another five minutes before the operation commences.
4. Captain Chads will place himself as near the Fair Oak as he judges convenient.
5. Lieut.-colonel Chalmer will be at the starting point.
6. Lord Anglesey will place himself where he thinks proper.

Captain Chads and Lieut.-colonel Chalmer left Ingestre Hall for Beau Desert, having received the honour of an invitation from the Marquis of Anglesey.

27th November.—Captain Chads and Lieut.-colonel Chalmer addressed a letter to Captain Warner, representing to him the inconvenience the detention occasioned them, and pressing that he should remove to a site from whence he would have greater chance of operating; or that he would inflate the balloon at its present station, and remove it so to a position proper for its ascent, so as to command the necessary direction of range.

Mr. Warner replied, that if the wind stood as it then was, he would be able to operate in the course of the next day, and that he would send over to Beau Desert early in the morning to let us know whether he would be able or not.

28th November.—The morning appearing fine, with the wind at north, gave us reasonable hopes that the long-expected experiment would now take place.

Lieut.-colonel Chalmer left Beau Desert at half-past 10 o'clock, A.M., for Haywood Park; when within a mile of that position he fell in with a messenger bearing a letter from Lord Ingestre to the Marquis of Anglesey, dated Haywood Park, November 28th, 11 A.M., requesting that Captain Chads and Lieut.-colonel Chalmer might be at the four cross roads on the Chase at two o'clock, "everything being ready."

Lieut.-colonel Chalmer went on to Haywood Park, where he met Captain Warner, and shortly afterwards Lord Ingestre, who both stated that the experiment would take place at three o'clock.

Captain Warner stated to Lieut.-colonel Chalmer that he had despatched a pilot balloon at 11 o'clock, A.M., and that its course was as desired, and that he considered that the whole distance of five miles and the three deliveries of shot would be accomplished within 10 minutes.

Lord Ingestre stated to Lieut.-colonel Chalmer that he was deputed by Captain Warner to convey to him that it was objected to by Captain Warner's friends (or Committee) that he (Lieut.-colonel Chalmer) should be stationed at or near the balloon, as had been arranged.

Captain Warner took Lieut.-colonel Chalmer into another room, and there showed him the frame, and the method of suspending the shells, and expressed his regret that he could not exhibit more of his plan, or show him the balloon. As Lieut.-colonel Chalmer could not be permitted to take up the position assigned to him, he preferred returning to the open Chase, and joining Lord Anglesey there, to taking up a position at the gate of Haywood Park, as proposed to him by Captain Warner.

Lieut.-colonel Chalmer left Haywood Park at half-past two o'clock; Lord Ingestre left about a quarter of an hour afterwards, passed Lieut.-colonel Chalmer on the road, and conveyed to Lord Anglesey and Captain Chads the intelligence that the experiment could not begin till half-past three o'clock, and that a pilot balloon would be despatched 10 minutes before the large one as a signal.

Lord Ingestre and Captain Chads took up their station at the Fair Oak. Lord

the experiment taking place, when at 20 minutes after four o'clock Lieut.-colonel Chalmer perceived the balloon at some height coming from Haywood Park, and, as he thought, directly towards him. He called out loudly, which soon brought Lord Anglesey back to his old position. The balloon continued to approach, its elevation increasing considerably, and it continued visible to Lord Anglesey and Colonel Chalmer for more than twenty minutes, taking a more easterly direction, (many points wide of the Fair Oak), till it disappeared, from its great elevation. Neither Lord Anglesey or Lieut.-colonel Chalmer could distinguish anything to fall from the balloon, and they had doubts whether it was the pilot or the large balloon they had seen.

Lord Ingestre and Captain Chads had given up all hopes of seeing the balloon that evening, when their attention was called to it by the shouting of Lieut.-colonel Chalmer; it was at a considerable height, drawing on towards south-east, and rising quickly, till lost sight of by them. When moving on to join Lord Anglesey, they heard a sudden rushing noise to the eastward of them, but nothing was perceptible; and Lord Ingestre and Captain Chads had also their doubts as to whether the balloon seen was the one containing the shot or only the pilot one.

Captain Chads and Lord Ingestre rode to Haywood Park, and there ascertained that it was the balloon with the shot that had been seen; and it being now late, and too dark to make search for the projectiles (or shot), the party left the Chase and returned home.

29th November.—Captain Chads and Lieut.-colonel Chalmer left Beau Desert at nine o'clock for Haywood Park, to meet Lord Ingestre and Captain Warner, for the purpose of ascertaining where the shot had fallen the preceding evening; on their way thither they examined the ground to the eastward of the cross roads, without finding anything. Near the farm-house they met Lord Anglesey's keeper, who had been present at, and assisting Captain Warner at his experiments; he told them that the balloon had been found last evening half a mile short of the village of Rugeley, which is about three miles distant from Haywood Park, and one and a half to two miles to the eastward of the Fair Oak (the object marked out).

Lord Ingestre and Captain Warner joined at Haywood Park Farm, and the whole party rode in the direction Captain Warner pointed out as the most probable line for finding the shot, and after three hours' search, without success, it was abandoned. During a part of this time Lieut.-colonel Chalmer separated from the party, and rode over the ground a second time, to the eastward of the position he had occupied during the experiment, but found no shot.

At about four o'clock, Lord Ingestre proposed to drive Captain Chads and Lieut.-colonel Chalmer in his chaise, through Rugeley, on their way back to Beau Desert; and having ascertained that the balloon had been conveyed to the Bell Tavern, they stopped there to obtain information.

On going into the town they were met by a person whom Lord Ingestre appeared to know, and who informed him that the balloon had fallen about half a mile short of Rugeley the preceding evening (near the four cottages); that some labourers had got hold of it, and had given it up to a gentleman for a guinea; that he (the person who addressed Lord Ingestre) had claimed it as his own, on which disputes arose about it; and some alarm had spread over the village, as some powder, and nine of the shot, were found attached to the balloon, and there was also a suspicion that some one had gone up with the balloon, and had been killed. The police were sent for to take charge of the balloon, &c., and directed by a magistrate to retain it.

Lord Ingestre told the police that he was a magistrate, and that there was nothing improper intended, and to give the balloon up to the person claiming it, and that he (Lord I.) would be responsible for their so doing; to which they assented. This person then went with Lord Ingestre and Captain Chads to a stable; showed them the balloon, and explained the circumstances of its ascent, and was quite conversant upon the subject. On Lieutenant-colonel Chalmer's entering the stable, he recognised this person to be one of the Messrs. Green (the aeronauts), and who stated that the balloon was his property, and named the "Albion." Mr. Green was passing under the name of Brown, in order to keep all proceedings as to a balloon being in the neighbourhood a secret.

reporting what we had seen and heard, Lord Ingestre acknowledging that he considered the experiment a failure, in which Captain Chads and Lieutenant-colonel Chalmer fully coincided.

Captain Chads and Lieutenant-colonel Chalmer took leave of Lord Anglesey, and returned to Birmingham that night, on their way for London, considering they had now only to make the official Report of the experiment.

(signed) *H. D. Chads,*
Captain, R. N.
J. A. Chalmer,
Lieutenant-colonel, R. A.

London, 9 December 1846.

Continuation of the Journal.

Lord Anglesey directed his keeper, Mr. Cockayne, to make diligent search for any of the shot that had been dropped from the balloon in its course from Haywood Park to Rugeley. Reports were received from Mr. Cockayne, dated 8th, 9th, 10th, 11th, and 12th December 1846, and 10th January 1847, showing the number that had been recovered, the direction in which they were found, and their penetration into the ground; he also sent up two diagrams, exhibiting (from the positions the shot were found in) the tortuous course of the balloon, which twice crossed the turnpike road from Haywood to Rugeley.

Mr. Cockayne reports that 18 shot had been recovered: five within 100 yards of where the balloon fell; eight at about three miles from Haywood Park; and five one mile from whence the balloon started (Haywood Park). The penetration was from one to four feet, in hard gravelly soil.

(signed) *H. D. Chads,*
Captain, R. N.
J. A. Chalmer,
Lieutenant-colonel, R. A.

— No. 3. —

(A.)

My Lord Marquis,

London, 21 August 1846.

IN obedience to your Lordship's instruction, appointing us "a Committee to inquire into the probable value of Captain Warner's inventions," we have now the honour to forward this our First Report upon the subject.

2. Our object being to arrange such a course of experiments with Captain Warner, on that branch of his inventions denominated the "Long Range," as would enable us fully and fairly to ascertain its power, and be enabled to report satisfactorily to Government its probable practical utility to the public service, we came to the meeting in Downing-street, on the 13th instant, with a detailed plan of experiments, which would in our opinion effect these objects; but in discussing this plan with Captain Warner, he made many objections to it, and in our endeavours to fix a course of experiments, both Lord Ingestre and Captain Warner stated that it would be impossible to come to a proper understanding, unless that part of Captain Warner's plan (or secret) which made known his mode of operation was revealed to us. To this we at first strongly objected; but finding that we could come to no arrangements, we gave our consent to receive that part of Captain Warner's plan, calling his attention to the caution contained in paragraph 8 of our Instructions.

3. Captain Warner then opened five drawings which he had brought with him, and displayed them before us as illustrative of that part of his inventions which he denominates "the Long Range."

4. Without entering into a minute detail of Captain Warner's mode of operating (which will more suitably form the subject of our future Reports) we will

Captain Warner stating that by placing these shells in frames, and by means of a regulated fuze, he can cause them to descend, or drop, on the object sought to be destroyed, in flights of 100 if necessary, and of the weight of 500 lbs. each.

5. We were not prepared for the mode of operation thus disclosed to us, nor, upon our first impression of it, can we consider it capable of realizing the "certainty of aim," "power of using it under all circumstances," and "impenetrable secrecy," which Captain Warner has in his printed correspondence, and in his intercourse with former Commissioners, so confidently ascribed to his "Long Range."

6. Most anxious to bring this important and long-pending question to a settlement, and considering that we are acting in the spirit of our Instructions (No. 3 par.) which states that "our researches will be directed rather to palpable effects and a clear exhibition of the powers claimed to be possessed by Captain Warner, than to his manner of obtaining them," we proposed to Captain Warner that he should prepare a balloon of such ascending power as to be capable of raising 45 projectiles of 10 lbs. weight each without containing any explosive substance; that he should so manage the experiment as to deposit or drop 15 of these projectiles at or round an object placed at four miles distant from the point of starting, a second flight of these projectiles, 15, at four and a half miles, and the remaining 15 at five miles.

7. This Captain Warner readily undertook to accomplish, and stated that he would be prepared with an estimate of the probable expense of the experiment by one o'clock on Saturday (15th instant).

8. Lieutenant-colonel Chalmer waited on Captain Warner at the time appointed, and received from him the accompanying estimate, which we beg to forward for the consideration of Government.

9. The experiment proposed on our part we conceive to be of a sufficient scale, that, if carried out, may put the "Long Range" to such a test as will enable us to frame a Report upon its powers and effects; and at the same time we have framed it upon a scale having due regard to economy, though very far short of what Captain Warner states his ability to perform by means of his "Long Range."

General the most Hon. \\
The Marquis of Anglesey, K. G.
&c. &c. &c.

We have, &c.
(signed) *H. D. Chads,*
Captain, Royal Navy.
J. A. Chalmer,
Lieut-colonel, Royal Artillery.

(Private.)

(B.)

Dear Sir,

27, Southampton-street, Strand,
2 September 1846.

ON the receipt of your communication of the 28th ultimo, that you had received a Treasury letter authorizing the Committee to expend the sum of 1,300 *l.* in such a course of experiments as would test the efficiency of my "Long Range," I immediately commenced my preparations for the trial, and have proceeded as far as I am able, without the advance of the amount of the estimate I forwarded you. I ask for this to prevent further delay, and am ready, on the condition I before offered, to give good security for the return of the money to the Government. The secrecy in this matter I must preserve, and consequently the manner in which I am obliged to get the necessary materials, and work done, not only increase very materially the expenses, but also the difficulties of my position, without I have the necessary capital in hand.

Waiting your early reply.

I remain, &c.

(Conf

M

WE

Treasu
for the
Range,
such tin
consider
Captain
his inven
to enclos
Captai

should at
offers to
should he
the terms

We beg
reasonable
ment inter
so far place
tendered by
sary deed.

When we
security is sat
1,300 £. in C
with the exp
information of

General the
the Marquis of
&c. &c

By o

Office of Ordna
12 April 1841

MR. WARNER'S INVENTION.

COPIES of the Instruction given by the Board of Ordnance to the Officers appointed for the Examination of the Invention of Mr. *Warner*, called the Long Range, and of the Journal of the Proceedings of the Officers so appointed.

(*Sir Howard Douglas.*)

Ordered, by The House of Commons, to be Printed,
12 April 1847.

250.

Under 2 oz.

MR. WARNER'S INVENTION.

RETURN to an ORDER of the Honourable The House of Commons,
dated 26 March 1847 ;—for,

AN ACCOUNT “of PUBLIC MONEY placed at the disposal of the Officers appointed by Her Majesty’s Government to Report upon the Trials to be made of Mr. *Warner’s* Invention called “LONG RANGE,” to enable him to Exhibit its Powers; and a Copy of the ENGAGEMENTS entered into for the Repayment of the Public Money so Expended, in the event of the alleged Invention proving abortive; and an Account of what has been done with respect to the same.”

Ordered, by The House of Commons, to be Printed, 21 April 1847.

THE Information called for is given in the accompanying Papers, marked 1, 2, 3, 4, 5, 6, 7, and 8.

By order of the Master-general and Board of Ordnance,

Office of Ordnance, }
19 April 1847. }

(signed) *R. Byham,*
Secretary.

AN ACCOUNT of PUBLIC MONEY placed at the disposal of the Officers appointed by Her Majesty’s Government to Report upon the Trial to be made of Mr. *Warner’s* Invention, called “Long Range,” to enable him to Exhibit its Powers.

— 1. —

Office of Ordnance, 19 April 1847.

UNDER an authority from the Lords of the Treasury, dated 27th August 1846, the Master-general and Board of Ordnance, on the 11th September 1846, placed a sum of 1,300 *l.* at the disposal of Captain Chads, of the Royal Navy, and Lieut.-colonel Chalmer, of the Royal Artillery, for the purpose above named.

By order of the Master-general and Board of Ordnance,

R. Byham, Secretary.

— 2. —

MEMORANDUM of Agreement made and entered into this 11th day of September 1846, between Samuel Alfred Warner, of Southampton-street, Covent Garden, esq., and Viscount Ingestre, of the one part, and the Principal Officers of Her Majesty’s Ordnance, acting for and on behalf of Her Majesty, of the other part. Whereas the said Samuel Alfred Warner hath proposed to Her Majesty’s Board of Ordnance to perform certain experiments connected with an invention of his, denominated “The Long Range,” specified in two papers bearing date respectively the 13th of August and the 10th of September last,

the said Viscount Ingestre, and the said Samuel Alfred Warner, on his behalf, and which papers are deposited and remain in the hands of the said Colonel Chalmer. And whereas the said Samuel Alfred Warner hath applied to the said Principal Officers of Her Majesty's Ordnance to advance him the sum of 1,300 *l.* towards the expenses he will incur in preparing for and performing the said experiments, and the said Viscount Ingestre hath agreed, in consideration of such advance, to join the said Samuel Alfred Warner in a promissory note for the sum of 1,300 *l.*, payable to the said Principal Officers, six months after date; it being understood and agreed that the said note shall be given up and cancelled, if the said experiments specified in the said two papers hereinbefore referred to, are performed within six months from the date hereof, to the satisfaction of the said Captain Chads and Colonel Chalmer. Now these presents witness, and the said Samuel Alfred Warner doth hereby agree, that he will, within six months from the date of these presents, perform the experiments mentioned and referred to in the said two papers, respectively dated the 13th of August and 10th of September; and the said Lord Viscount Ingestre and Samuel Alfred Warner agree, that if such experiments are not performed to the satisfaction of the said Captain Chads and Colonel Chalmer, that the said promissory note, so given and signed by them, for the said sum of 1,300 *l.*, and dated this day, shall be considered due, and the payment thereof demandable; and in default of payment, the said Principal Officers of Her Majesty's Ordnance shall be at liberty to enforce the payment thereof as a debt due and owing. And the said Principal Officers of Her Majesty's Ordnance do hereby agree, that on the receipt of the certificate, within six months from the date hereof, from the said Captain Chads and Colonel Chalmer, that the said experiments referred to in the said two papers have been performed to their satisfaction, that the said promissory note shall be cancelled, and the said Samuel Alfred Warner and Lord Viscount Ingestre discharged from the payment thereof.

(signed) S. A. Warner.
Ingestre.
(Cancelled.)

Signed by the above-named Samuel Alfred Warner and Lord Viscount Ingestre, in the presence of

(signed) Thomas Clarke,
Solicitor, Ordnance.

— 3. —

£. 1,300.

London, 11 September 1846.

Six months after date we jointly and severally promise to pay to the Principal Officers of Her Majesty's Ordnance, or to their order, the sum of 1,300 *l.*, for value received.

Payable at 27, Southampton-street,
Strand.

(signed) S. A. Warner.
Ingestre.
(Cancelled.)

— 4. —

Sir,

Office of Ordnance, 3 March 1847, c./2526.

WITH reference to your letter, dated 27th August 1846, stating that Her Majesty's Government had been pleased to authorize a sum not exceeding 1,300 *l.* to be placed at the disposal of the officers deputed to report on Captain Warner's inventions;

I have the honour. by command of the Master-general and Board of

gentleman and Lord Ingestre to enter into a bond stipulating that the necessary experiments should be fully carried out, which bond I beg to enclose, together with the accompanying promissory note, and the copy of a report on the subject from the Ordnance solicitor, dated 11th September 1846.

Copy annexed.

The Master-general and Board beg to observe to their Lordships, that the success or non-success of this trial had nothing to do with the agreement, and that the question is, was the invention put to the test.

It appears to the Master-general and Board that the invention was duly tested, and that the bond alluded to should be cancelled; and I am therefore to request that you will move their Lordships to favour the Master-general and Board with their concurrence in that proceeding, and that you will return the bond and promissory note with your reply.

C. E. Trevelyan, Esq. &c. &c. &c.
Treasury.

I have, &c.
(signed) *R. Byham.*

Sir,

Office or Ordnance, 11 September 1846.

HAVING received directions from the Master-general to prepare a security from Mr. Warner for the repayment of the sum of 1,300 *l.*, to be advanced for the purpose of enabling him to perform certain experiments connected with an invention of his, denominated "the Long Range;" I have prepared an agreement from Mr. Warner and Lord Ingestre, that the money shall be returned unless the experiments are within six months certified by Captain Chads and Colonel Chalmer to have been performed to their satisfaction. I have also taken the promissory note, joint and several, of Mr. Warner and Lord Ingestre for payment of the sum of 1,300 *l.*

The agreement and note are enclosed, and also * a letter from Lord Ingestre to Colonel Chalmer, requesting the money to be paid to Mr. Warner.

* Since taken out
and sent to Colonel
Chalmer.
(Init^d) *T. C.*

I am, &c.
(signed) *Thomas Clarke,*
Solicitor, Ordnance.

R. Byham, Esq., &c. &c. &c.

— 5. —

Sir,

Treasury Chambers, 12 March 1847.

IN reply to your letter of the 3d instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that as it appears that Mr. Warner's invention has been duly tested, my Lords concur in opinion with the Master-general and Board of Ordnance, that the bond and promissory note to secure the experiments being made may be cancelled, upon the production of the certificate from Captain Chads and Colonel Chalmer, which are referred to in the latter part of the bond.

The documents in question are herewith returned.

The Secretary to the Ordnance. I am, &c.
(signed) *C. E. Trevelyan.*

— 6. —

THESE are to certify to the Lords Commissioners of Her Majesty's Treasury, that although the experiment made by Captain Warner was not successful, still we consider that it was satisfactorily made, and that the latter was the undertaking alluded to in the bond given by Lord Viscount Ingestre and Captain Warner for 1,300 *l.*, and that Captain Warner has declared to us that the sum has been expended, which we have no reason to doubt.

— 7. —

My Lord,

Office of Ordnance, 26 March 1847.

By direction of the Master-general and Board of Ordnance, I have the honour to inform your Lordship that they have cancelled the agreement, dated 11th September 1846, entered into by your Lordship and Mr. S. A. Warner with the Principal Officers of the Ordnance, and your joint and several promissory note accompanying the same, for securing in certain events the repayment of the sum of 1,300 l. advanced towards the expenses in preparing and performing experiments connected with an invention denominated "The Long Range."

Viscount Ingestre,
&c. &c. &c.

I have, &c.
(signed) *R. Byham.*

— 8. —

Sir,

Office of Ordnance, 26 March 1847.

By direction of the Master-general and Board of Ordnance I have the honour to inform you that they have cancelled the agreement dated 11th September 1846, entered into by you and Lord Viscount Ingestre with the Principal Officers of the Ordnance, and your joint and several promissory note accompanying the same, for securing in certain events the repayment of the sum of 1,300 l. advanced towards the expenses in preparing and performing experiments connected with an invention denominated "The Long Range."

S. A. Warner, Esq.,
&c. &c. &c.

I have, &c.
(signed) *R. Byham.*

MR. WARNER'S INVENTION.

AN ACCOUNT of PUBLIC MONEY placed at the disposal of the Officers appointed by Her Majesty's Government to Report upon the Trials to be made of Mr. Warner's Invention called "Long Range," to enable him to exhibit its Powers; &c.

(*Sir Howard Douglas.*)

*Ordered, by The House of Commons, to be Printed,
21 April 1847.*

302.

Under 1 uz.

